

CHATSWORTH-PORTER RANCH PLANS

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES





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CITY OF LOS ANGELES
CALIFORNIA



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June 20, 2000

Dear Plan Book Recipients:

**CHATSWORTH-PORTER RANCH COMMUNITY PLAN:
PLAN BOOK CORRECTION (CPC 95-0148 GPC, SUBAREA 130),
MAP PAGE BOOK 195P093, 195P101**

The attached correction for the Plan land use designation for the subject area shall be incorporated into the Chatsworth-Porter Ranch Community Plan. Tract No. 39812, Lots 16 to 37 shall be designated in the Community Plan as Very Low I Density Residential, with a corresponding zone of RA-1. This correction reflects the intent of the City Planning Commission and City Council as part of the General Plan/Zoning Consistency Program (AB283).

If you have any questions on this matter, please contact Jim Tokunaga at (213)580-5556.


Sincerely,

CON HOWE
Director of Planning

Robert H. Sutton
Deputy Director

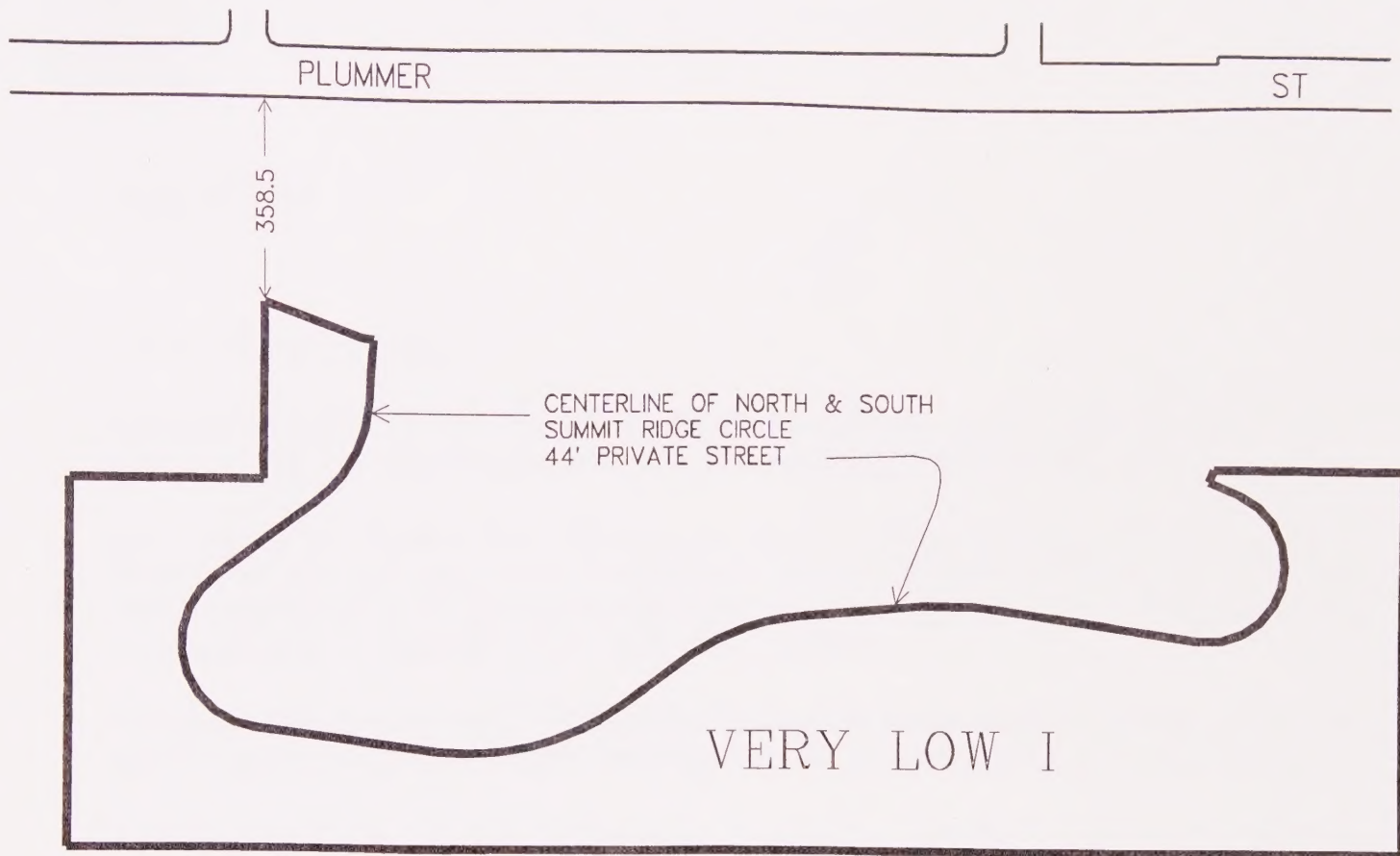
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C.M. 198 B 097, 198 B 101	CPC 95-0148 GPA
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LAND USE CORRECTION - CHATSWORTH

05/23/00



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October 4, 1996

Dear Plan Book Recipients:

**CHATSWORTH-PORTER RANCH COMMUNITY PLAN: LAND USE CORRECTION
ON PLAN MAP (City Plan Case Nos. 22772, 91-0059ZC/GPA, 92-0116ZC/GPA)**

The General Plan land use is incorrectly shown in the Chatsworth-Porter Ranch Community Plan Book for the area outlined on the attached map. On July 14, 1993, the City Council amended the Chatsworth-Porter Ranch Community Plan, designating the subject property for Low II Density Residential (with corresponding zones of R1, RD6, and RZ5).

Therefore, Maps 219P117 and 219P109 of the Chatsworth-Porter Ranch Community Plan are hereby corrected to Low II Density Residential for the area outlined on the attached map.

If you have any further questions on this matter, please contact Gary Booher, AB283 Coordinator, at (213) 580-1325.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

RHS:GB

Attachment

cprbkcor

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CHATSWORTH-PORTER RANCH PLANS

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5. Administrative Responsibilities

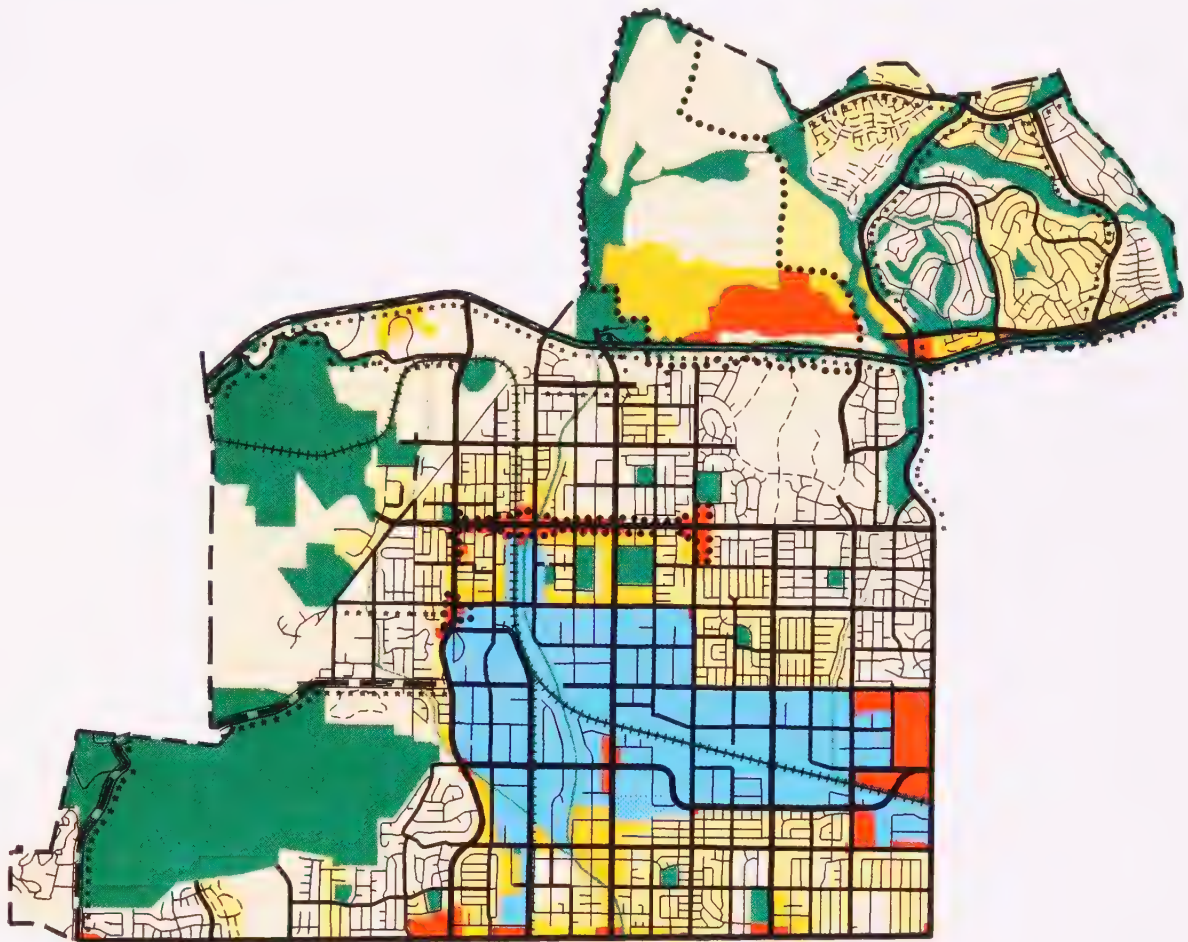
C. Devonshire/Topanga Corridor Specific Plan

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities



CHATSWORTH-PORTER RANCH PLANS

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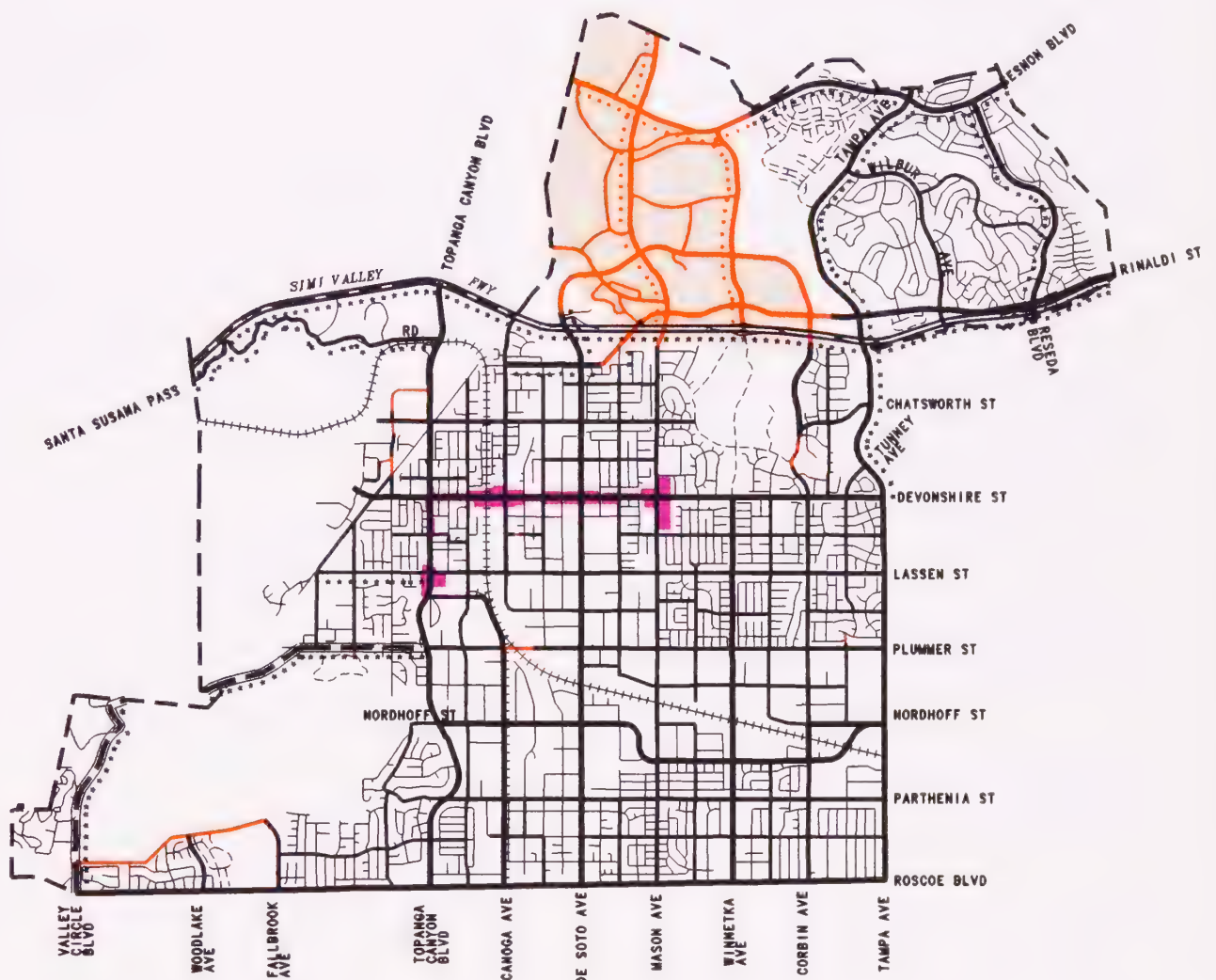


..... See Specific Plan for details

CHATSWORTH - PORTER RANCH GENERALIZED LAND USE



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PROPOSED CIRCULATION

- Major Highway
- - - Major Scenic Highway ⁵
- Secondary Highway
- - - Secondary Scenic Highway ⁵
- Collector Street

SPECIFIC PLAN AREAS FOR DETAILS REFER TO:

- Porter Ranch Specific Plan
Ord No 166068
- Devonshire/Topanga Corridor
Specific Plan Ord No 168937

CHATSWORTH - PORTER RANCH GENERALIZED CIRCULATION



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07/93

CHATSWORTH - PORTER RANCH COMMUNITY PLAN

The Chatsworth-Porter Ranch Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying two maps entitled: Plan Land Use - Chatsworth-Porter Ranch, and Equestrian Areas and Trails.

PURPOSES

USE OF THE PLAN

The purpose of the Chatsworth-Porter Ranch Community Plan is to provide an official guide to the future development of the Community for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies; residents, property owners and businessmen of the Community; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

Because the Plan is general and cannot denote precise boundaries, it proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan, provided the total acreage of each type of land use, the land intensities, and the physical relationships among the various land uses are not altered.

The Plan Map is **not** an official **zone map**, and while it is a guide, it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years in the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

OBJECTIVES OF THE PLAN

1. To coordinate the development of the Chatsworth-Porter Ranch Community with that of other parts of the City of Los Angeles.
2. To designate lands in quantities and at densities, at appropriate locations, for the various private uses; and to designate the need for public facilities and the general locations thereof, as required to accommodate population and activities projected to the year 2010.
3. To make provisions for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

To encourage the preservation and enhancement of the varied and distinctive residential character of the Community. In hillside residential areas to:

- a. minimize grading so as to retain the natural terrain and ecological balance;
 - b. provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography and in coordination with development in the remainder of the City.
4. To promote economic well-being and public convenience through:
 - a. allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards.
 - b. designating lands for industrial development that can be used without detriment to adjacent uses of other types, and imposing such restrictions on the types and intensities of industrial uses as are necessary to this purpose.
 5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
 6. To make provisions for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.
 7. To encourage open space for recreational uses, and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.

8. To improve jobs/housing balance in the Community by providing more affordable housing opportunities for employees currently working in the Community's industrial areas;
9. To provide design guidelines and/or objectives for development.
10. To improve vehicular circulation patterns within the Community and encourage specific improvements to key streets, highways, and intersections to improve the flow of traffic and accommodate future demand;
11. To address noise and air quality impacts and the potential for a diminished quality of life experienced by residents and others as a result of future build-out permitted under the 1974 District Plan.
12. To provide for the identification and preservation of cultural and historical monuments located within the Community;
13. To further define the link between the Chatsworth Reservoir, wildlife corridors, and the community by identifying natural wildlife habitats, migration paths, and archaeological/paleontological sites and planning for their preservation;
14. To develop and maintain equestrian trails, linkages, and bicycle routes within the Community; and,
15. To study and evaluate existing and future drainage conditions below the Simi Valley-San Fernando Valley Freeway.

POLICIES

The Chatsworth-Porter Ranch Community Plan has been designed to accommodate the anticipated growth in population and employment of the Community to the year 2010. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and the preservation and strengthening of the Chatsworth Community Business District.

Much of the Chatsworth-Porter Ranch Community is hillside and mountainous terrain and as much of the remaining undeveloped lands as feasible is to be preserved for open space and recreational uses.

The northwest border of the City of Los Angeles includes a wildlife migration corridor. The wildlife corridor through the Simi Hills and Santa Susana Mountains to the Santa Monica Mountains could be endangered by development and transportation arteries cutting through this vital link. The Plan encourages preservation by both public and private agencies

of this critical natural feature. Within the Plan area, the Simi Freeway presents the most difficult barrier to wildlife. While there are several passes both under and over the freeway, they are predominately used by automobile traffic which presents a danger to wildlife. Culverts should be under the freeway west of Topanga Canyon Boulevard, constructed for wildlife and equestrians, and connected to trails.

The Chatsworth-Porter Ranch Community is contiguous to unincorporated Los Angeles County lands to its north and west, most of which remain vacant. It is imperative that the development of these lands be compatible with that of Chatsworth-Porter Ranch, as proposed in this Plan, particularly with respect to land uses, circulation and open space, and their impact on drainage and sewerage. To help ensure compatible development of these lands, the County area north of the Simi Freeway to the Oat Mountain ridge line should be considered for annexation. (Map Footnote No. 11)

It is desirable that development within the Los Angeles County adjacent to the City of Los Angeles be compatible with the City's adopted General Plan. Therefore, it is recommended that no cluster of high-intensity urban activity, including commercial, residential, or any combination thereof should be located within the County west of the City's boundary to the Ventura County line. (Map Footnote No. 10)

Porter Ranch Specific Plan. The adopted Porter Ranch Specific Plan, Ordinance No. 166,068, established a comprehensive set of development regulations for the Plan area which was guided by an Environmental Impact Report (State Clearinghouse No. 88-050420) and which formed the basis for the Development Agreement adopted by the City Council (CF No. 91-2400). The Specific Plan regulations and Development Agreement were consistent with and served as implementing tools of the Plan. The general policies and programs of the Plan relating to land use, service systems, and circulation generally indicated in the Plan text and map, are not intended to alter the specific policies, regulations and agreements relating to this area and as specifically indicated in the Porter Ranch Specific Plan and Development Agreement.

LAND USE

Commerce

Standards and Criteria

The commercial lands (not including associated parking) designated by this Plan to serve suburban residential areas in this Plan are adequate to meet the needs of the projected population to the year 2010, as computed by the following standards:

1. 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience-type commercial areas;
2. 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses. Without

effective transportation demand management strategies, such as carpool and vanpool or transit, off-street parking should be provided at a ratio of one parking space per 300 gross square feet of building. Surface parking areas shall be located between commercial and residential uses, where appropriate, to provide a buffer, and shall be separated from residential uses by means of a wall and/or landscaped setback. (Map Footnote No. 8)

Features

The Plan provides approximately 620 acres of commercial land and related parking uses. The Chatsworth Business District, Northridge Fashion Center and the Porter Ranch Regional Center will serve as focal points for shopping, civic and social activities for the Community. These commercial areas should contain professional offices, department stores, restaurants and entertainment facilities.

Medium and low-medium density apartments are proposed to be located near the Chatsworth Business District. Commercial designations along Devonshire Street and Topanga Canyon Boulevard within the Chatsworth Business District are limited in accordance with CPC 84-598 ZC and the Devonshire/Topanga Corridor Specific Plan, CPC 89-0031 SP. (Map Footnote No. 9)

The Plan indicates the presence of several highway-oriented commercial facilities located throughout Chatsworth. It is a policy of the Plan that existing Highway-Oriented Commercial sites should not be expanded. Marginal or temporary commercial uses in designated industrial areas will be phased out as industrial development takes place.

Housing

Standards and Criteria

The intensity of planned land use in the Plan and the density of the population which can be accommodated thereon shall be limited in accordance with the following criteria:

1. The adequacy of the existing and potential street circulation system, both within the area and in the peripheral areas;
2. The availability of sewer, drainage facilities, fire protection services and facilities, and other public utilities;
3. The steepness of the topography of the various parts of the area and the suitability of the geology of the area for development shall be guided by the following:

In areas designated for Minimum density housing, the dwelling unit density shall not exceed that allowed by the slope density ordinance (LAMC Section 17.05 C). Hillside areas designated Very Low I or Very Low II on the Plan Map which contain limited areas of exceptionally steep topography should be restricted to even lower densities. It is the

policy of the Planning Commission that the Deputy Advisory Agency must consider lower densities, including Minimum density, when considering applications for development of such areas. Factors to be considered should include, but not be limited to steepness of slope, amount of grading, soil stability, erosion, land division patterns, vehicular access, etc.

4. The compatibility of proposed developments with the existing adjacent developments.

Recognizing the desire to preserve undeveloped hillside and mountainous terrain, to the extent feasible, the "cluster concept" may be utilized for the new residential development in hillside areas in order to use the natural terrain to best advantage and minimize the amount of grading required. This, however, shall not preclude development by conventional subdivision. The "cluster concept" is defined as the grouping of residential structures on the more level parts of the terrain while retaining the steeper portions in their natural state. Density patterns indicated on the Plan Map may be adjusted to facilitate cluster developments provided that the total number of dwelling units indicated in any development is not increased.

Development within areas in the vicinity of natural vegetation or high fire danger should include special irrigation facilities, fire-retardant plantings and construction features for protection against brush fires.

To the extent feasible, new development adjoining highways should be designed with lots siding or backing onto the highway or with frontage on a service or frontage road. Local street patterns designed to discourage through traffic should be used wherever practical. Housing developments near freeways where noise and air pollution would pose special problems should be provided with features to mitigate these adverse impacts.

Multiple-residential developments should be provided with adequate open space and usable recreation areas. In housing for the elderly, provisions shall be made for passive recreation and other special features such as ramps.

Existing mobilehome parks are considered to be consistent with this Plan. Future mobilehome parks shall also be considered to be consistent with the Plan when developed in the RMP Zone. (Map Footnote No. 12)

Features

The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Single-family housing should be made available to all persons regardless of social, economic, and ethnic backgrounds.

Several horsekeeping areas are designated in the northerly and westerly sections of the Community. The Plan encourages the preservation of these land uses, especially north of Devonshire Street and west of De Soto Avenue (including the east side of De Soto Avenue) to the

City/County line. Provisions shall be made for equestrian access via Brown's Canyon Wash. Horsekeeping facilities with appropriate restrictions could be provided westerly and northerly to the City/County line.

Chatsworth-Porter Ranch includes large areas of open space and natural land forms. It is one of the more rural areas of the City and supports a substantial equestrian-oriented population. It is a policy of the Plan to place a higher priority on the preservation of horsekeeping areas than on other uses found in the RA Zone category. Toward this end, the Plan supports the preservation of this equestrian lifestyle and cautions against possible precedent-setting variance, conditional use, or subdivision that might endanger the preservation of horsekeeping uses within the Community. Efforts should be made to insure compatibility between the equestrian and other uses found in the RA Zone. In all instances, the RA Zone should be encouraged to emulate the existing rural landscape, whether horsekeeping is present or not.

The residential density categories and their capacities are:

Residential Density	Dwelling Units Per Gross Acre	Persons Per Gross Acre	Gross Acres	% of Res. Land	Pop. Capacity	% of Pop.
Minimum	.5 to 1	0 to 4	1659	16.2	2,260	1.7
Very Low I	1+ to 2	4 to 8	2292	22.4	16,520	12.2
Very Low II	2+ to 3	8 to 12	2478	24.2	25,030	18.5
Low I	3+ to 5	12 to 16	1559	15.2	21,980	16.3
Low II	5+ to 7	16 to 20	1258	12.3	26,920	19.9
Low Medium I	7+ to 12	20 to 30	513	5.0	15,640	11.6
Low Medium II	12+ to 24	30 to 50	145	11.4	6,130	4.5
Medium	24+ to 40	50 to 100	325	3.2	20,470	15.2
TOTALS			10,229	100.0	134,950	100.0

Industry

Standards and Criteria

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Without effective transportation demand management strategies, such as carpool and vanpool or transit, parking should be provided at a ratio of one parking space per 300 gross-feet of floor area of office or industrial uses which are primarily (over 50%) "high-tech" in nature. These uses may include research, development, manufacturing, assembly, repair, testing or high-technology type industries, and service

industries, including computer programming, data processing and research laboratories.

On-street parking should be prohibited in industrial areas whenever possible.

The growth of new technological industries, the advent of sophisticated communication systems, and the affinity between office and industrial uses suggest the need for more flexible zoning.

The [Q]M1 Zone classification is permitted on those properties fronting on the following corridors: (1) the north and south sides of Nordhoff Street between De Soto Avenue and Topanga Canyon Boulevard; (2) the east side of Topanga Canyon Boulevard, from Nordhoff Street to the south side of Lassen Street; and (3) the south side of Lassen Street between Topanga Canyon Boulevard and De Soto Avenue. Such conditions of approval shall prohibit smoke stacks, metal plating, toxic and noxious industrial uses, and any new retail commercial uses within these zone classifications.

Industrial acreage shown on the Plan should be protected from intrusion by non-industrial uses, except those corridors described above on Nordhoff Street, Topanga Canyon Boulevard, and Lassen Street should allow uses similar to those permitted in the M1 and M2 Zones. In keeping with the low-density residential character of the Community, to the extent possible, the Plan proposes preservation of all existing MR zoned lands, and classification of all undeveloped industrial land in the MR1 and MR2 Zones.

The Plan encourages continued development of research and development-type industries which do not generate excessive noise, dust, and fumes and are compatible with the residential character of the north and west San Fernando Valley.

Features: The Plan designates approximately 1,821 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses, in keeping with the urban residential character of the Community, to the extent possible, the Plan proposes classifying all undeveloped industrial land, as well as all industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

CIRCULATION

Streets and Highways

Standards and Criteria

Highways and Local Streets shown on the Plan shall be developed in accordance with the standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which give street identity such as curves, changes in direction and topographical differences should be emphasized by street trees and planted median strips and by paving. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation.

Adequate highway improvements shall be assured prior to the approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development.

Features

The Plan incorporates the Highways and Freeways Element of the General Plan. Collector Streets are shown to assist traffic flow toward Major and Secondary Highways.

The Plan designates, for potential dedication, several County roads indicated on the Los Angeles County Plan of Highways and Freeways. These will provide improved access to the Community. Precise alignments, widths, and other standards are to be developed as part of a long-range proposal as a need for these roads arises.

The following improvements shall be considered as part of discretionary project approval when a nexus has been determined:

All major highways should be re-stripped where feasible to provide three through lanes in each direction. Additional turning lanes should be created on most major highway intersections. Double left-turn lane configuration would result in six lanes on intersection approaches and require substandard widths (10 feet) for most lanes. Such a configuration could be accommodated within the existing 100-foot right-of-way on major highways. Widening the approach to 104 feet is recommended where two left-turn lanes and adequate width in curb lane are necessary.

The Plan designates several Major and Secondary Highways as Scenic Highways. The standards and criteria should include screening and buffering, appropriate sign control, street lighting, landscaping, green median strips, and potential for views.

The Plan encourages traffic congestion phasing programs in areas involving specific plans and minor modifications to exceed the industrial floor area ratio, whereby an assessment of the Level of Service at intersections is made and necessary improvements are required.

The Plan encourages Transportation Management Plans (TMP) to provide vehicular alternatives to the automobile for efficiently transporting large numbers of people to local and regional destinations. The TMP should emphasize the reduction of vehicle work trips through employee ridesharing and transit incentives, as well as participation in a Transportation Management Association; and emphasize the reduction of vehicle non-work trips through parking management and transit improvements. All new commercial

and/or industrial projects that must obtain discretionary approvals shall be required, as a condition to approval, to participate in an approved transportation management association.

The Plan encourages a reduction in parking requirements where transportation strategies such as carpool and vanpool and transit incentives are implemented and monitored.

Public Transportation

Bus routes and increased bus frequency should be added to the existing transportation system as the potential ridership increases in the Community with population growth.

The Plan requires traffic-generating activities to provide fixed transit facilities, such as bus shelters and pullouts, consistent with anticipated demand. These facilities should be located in areas convenient to pedestrian use.

Railroad Rights-of-Way

A portion of the Southern Pacific Coast Main Line from Tampa Avenue into Los Angeles County, and a portion of the Southern Pacific Burbank Branch Line from Roscoe Boulevard to its connection with the Main Line, are two railroad rights-of-way that serve the community as well as providing through service from Los Angeles County into Ventura County and points west. The Plan should recognize the importance of these two railroad rights-of-way for rail transit purposes by:

1. Identifying the rights-of-way for rail transit purposes;
2. Identifying community transit centers that include commuter train station, mixed use commercial, day care center, and secured parking including park and ride.
3. Encouraging the preparation of a program in which the City and the owner(s) of the railroad collaborate in order to establish the uses of the rights-of-way for mass transit facilities, transit links between major centers and open space;
4. Encouraging new legislation amending the Municipal Code to result in discretionary review of any change in use that occurs on established transit rights-of-way;
5. Encouraging landscaping of the rights-of-way to provide both aesthetic and noise buffers to protect adjacent residential uses;
6. Requiring sound buffers (e.g. walls, landscape) adjacent to residential areas.

SERVICE SYSTEMS

Standards and Criteria

The proposed facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design and location as expressed in the Service Systems Element of the General Plan. (See individual technical elements for specific standards.) Such development should be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.

The Plan designates two standard types of local recreation sites. Short and intermediate range standards for these parks should be as follows:

Neighborhood - A minimum of 1 acre per 1,000 persons served, with a minimum site size of 5 acres. These sites should be designated at 1-mile intervals in residential neighborhoods. They will provide active recreational facilities for younger children as well as passive recreational facilities.

Community - A minimum of 1 acre per 1,000 persons served, with a minimum site size of 15 acres. These sites should be located at 3-mile intervals, and may serve several neighborhoods. Such a park is designated to serve residents of all ages with a much wider interest range than neighborhood parks.

The Plan designates Regional Park sites. These facilities, generally over 50 acres, may provide specialized recreational activities such as golf courses, tennis courts, campgrounds and museums which normally serve persons living throughout the City.

At times it will be necessary for portions of recreational sites to be used for public rights-of-way.

Features

Recreation: The concept of a Federal or State assisted Santa Susana Mountains-Simi Hills Urban Recreation Area or Park is endorsed.

The Porter Ranch Park and open space system should be developed as generally indicated on the Plan Map and specifically indicated in the Porter Ranch Specific Plan and Development Agreement. Natural topography and wooded areas should be preserved, consistent with fire safety.

The Plan proposes utilization and development of flood control rights-of-way by the County of Los Angeles for open space purposes and/or hiking, bicycle and equestrian trails where appropriate. This type of recreation use is also proposed for power line rights-of-way.

Schools: The Plan proposes dual educational and recreational use of existing public school facilities by the general public after hours and on weekends. School grounds should be designed and landscaped by the Los Angeles Unified School District to facilitate after hour recreational use. The Department of Planning and the Los Angeles Unified School District shall work together to determine the location and development of new schools.

Cultural and Historical Monuments: The Overland Stage Coach Trail extending through the westerly portion of Chatsworth, the Chatsworth Community Church at Oakwood Memorial Park, the Spanish Kiln in the Chatsworth Reservoir and the 76 mature olive trees located near Lassen Street between Topanga Canyon Boulevard and Farralone Avenue are existing Cultural and Historical Monuments in the Community.

The Plan designates the area north of Stoney Point, east of Topanga Canyon Boulevard and south of the 118/Simi Freeway as a cultural/scenic landmark due to its geological, visual and historical characteristics.

Archaeological Sites: The Community is the location of many former Indian villages and camp sites which show evidence of pictograph drawings and other related artifacts. These archaeological sites should be preserved intact or protected whenever possible, and explored by competent professionals before any development occurs.¹

Bicycle Routes: The Plan delineates several bicycle routes. These are designated as bike lanes when they are located in streets and highways and bicycle paths when they are used exclusively by bicyclists along flood control channels and in parks and open space areas.

Chatsworth Reservoir: The reservoir was drained and taken out of service by the Department of Water and Power in 1969 and has since been declared seismically unsafe for use as a reservoir. This site provides a desirable open space amenity. The Plan designates this area as an Open Space "Nature Preserve" and is subject to requirements of CPC 90-0596 GPC. Transfer or sale of the Chatsworth Reservoir to any public agency or to a private party for any use other than a park or open space shall require the preparation and City Council adoption of a specific plan for the area, including all applicable environmental documentation prior to such development.

¹ Primary sources for archaeological information in the Chatsworth area are: (1) Anthropology Department, Pierce College; (2) Northridge Archaeological Research Center, Anthropology Department, California State University, Northridge; and (3) Archaeological Survey, Anthropology Department, UCLA (which maintains the Master Records for the Southern California region).

PROGRAMS

These programs establish a framework for guiding development of the Chatsworth-Porter Ranch Community in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following are required:

1. Continued development of the highway and street system in conformance with existing traffic improvement programs;
2. Continued improvements to the public transportation system serving the Community; and
3. Monitoring of traffic mitigation measures for projects approved by discretionary review.

Recreation, Parks and Open Space

1. Expansion and improvement of needed local parks throughout the Community should be accelerated, where feasible.
2. The City should encourage continuing efforts by the County, State and Federal agencies to acquire vacant lands for publicly-owned open space.
3. A minimum 100-foot buffer zone should be designated from the top of a channel bank for all riparian habitats. Projects that affect wetlands or natural waterways should comply with requirements of the California Department of Fish and Game and U.S. Army Corps of Engineers.

Other Public Facilities

The development of other public facilities such as fire stations, libraries and schools should be sequenced and timed to provide a balance between land use and public services at all times.

1. Flood Control Channels

In connection with improving flood control channels, it is recommended that the County Flood Control District:

- a. Utilize concrete of a color that will blend with surrounding soil;

- b. Provide appropriate landscape plantings along the chain link fences;
- c. Vary the types and textures of plants and materials on channel slopes, and provide appropriate landscaping along the rights-of-way, particularly where the channels intersect with or run parallel to streets; and
- d. Incorporate unpaved equestrian and hiking trails and/or paved bicycle trails in the channel rights-of-way.

2. Underground Utilities

Where feasible, powerlines in new development should be placed underground. The Department of Water and Power should accelerate the program for placing existing powerlines underground.

3. Equestrian Trails and Bicycle Routes

The Plan incorporates the Major Equestrian and Hiking Trails Plan and Bicycle Plan, which are Elements of the General Plan, and it incorporates the Guide to Existing and Potential Equestrian Trails, Twelfth Council District. To update the trails portion of the Plan, the continued aggressive approach to the acquisition and improvement of the trails is encouraged.

The accompanying sketches, entitled "Cross Sections - Equestrian Trails and Bicycle Routes", depict several suggested means of incorporating a trail system into a street or subdivision. The trail system proposed by the Plan could be provided and maintained by various methods, including:

- a. Assessment districts consisting of concerned owners interested in establishing a trail system through horsekeeping areas; and
- b. Revenue from the equine licensing fee (Section 53.15.1 of the Los Angeles Municipal Code).

It is recommended that a task force of members from involved City departments be appointed to formulate a means of financing the development and maintenance of equestrian trails.

II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for community improvements such as:

Chatsworth Business District

1. Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas;

2. Promoting street tree planting programs in commercial areas;
3. Sponsoring clean-up and beautification programs to improve the general environment;
4. Developing or remodeling shopping facilities and multiple-residential uses incorporating an appropriate theme such as Spanish Colonial;
5. Supporting the planning and construction of a Western museum depicting the colorful history of this area;
6. Adopting appropriate restrictions on the size and location of billboards and signs.

Chatsworth Industrial Area

An industrial promotion program should be undertaken by property owners with the objective of marketing prepared industrial sites. A development plan should be prepared, featuring appropriate restrictions and controls such as: implementation of MR1 and MR2 Zones whenever feasible, a set of comprehensive performance standards and restrictive covenants except in those corridors described above on Nordhoff Street, Topanga Canyon Boulevard, and Lassen Street which should allow uses similar to those permitted in the M1 and M2 Zones.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan:

Jobs/Housing Relationship: An equal relationship between jobs and housing should be encouraged through revitalization of the Devonshire/Topanga Corridor, implementation of the Porter Ranch Specific Plan, implementation of floor area ratio limitations, and minor modification to exceed the industrial floor area ratio limitations.

Circulation: Implement current congestion management legislation and improve transit systems. Monitor and mitigate the impacts of new residential development on the circulation system.

Design: Require that all new and rehabilitated public and private facilities observe improved site design standards. The Devonshire/Topanga Corridor Specific Plan requires the Spanish Colonial style of architecture to promote the heritage of the area and achieve a unique sense of place in its designated commercial area. The Porter Ranch Specific Plan requires design review.

Grading: Consider possible amendments to the Zoning and/or Building Codes to limit the quantity of cut and fill grading in hillside and mountainous areas.

Open Space Tax Relief: The City Council, in its Annual Legislative Program (submitted to the State Legislature), should consider a proposal for tax relief for privately-owned lands assured for conservation and open space uses.

Scenic Corridor Regulations: Draft scenic corridor protection regulations for the Simi Valley-San Fernando Valley Freeway, including provisions for a corridor boundary. Land use, sign and grading controls, and maintenance provisions should be considered.

IV. SEISMIC CONSIDERATIONS

The earthquake of February 9, 1971 raised many questions relating to building codes, hillside zoning, and fault zones. Discretionary actions concerning land use should require earthquake protection measures, when practicable, commensurate with City earthquake policies and guidelines.

Development should conform to the adopted Seismic Safety Plan and requirements of the Los Angeles Municipal Code. The Seismic Safety Plan sets forth standards for geologic evaluation, existing development, new development, non-structural elements, critical facilities, emergency preparedness, post-disaster and recovery.

V. ENERGY

The Plan encourages energy conservation through allocating and distributing the location and intensity of land uses so that higher densities, including new housing opportunities, should be supported in centers and transportation corridors. The Plan encourages efficient design and landscape techniques such as strategic planting of deciduous trees, implementation of roof overhangs and glazing on south-facing exterior walls.

VI. FUTURE STUDIES

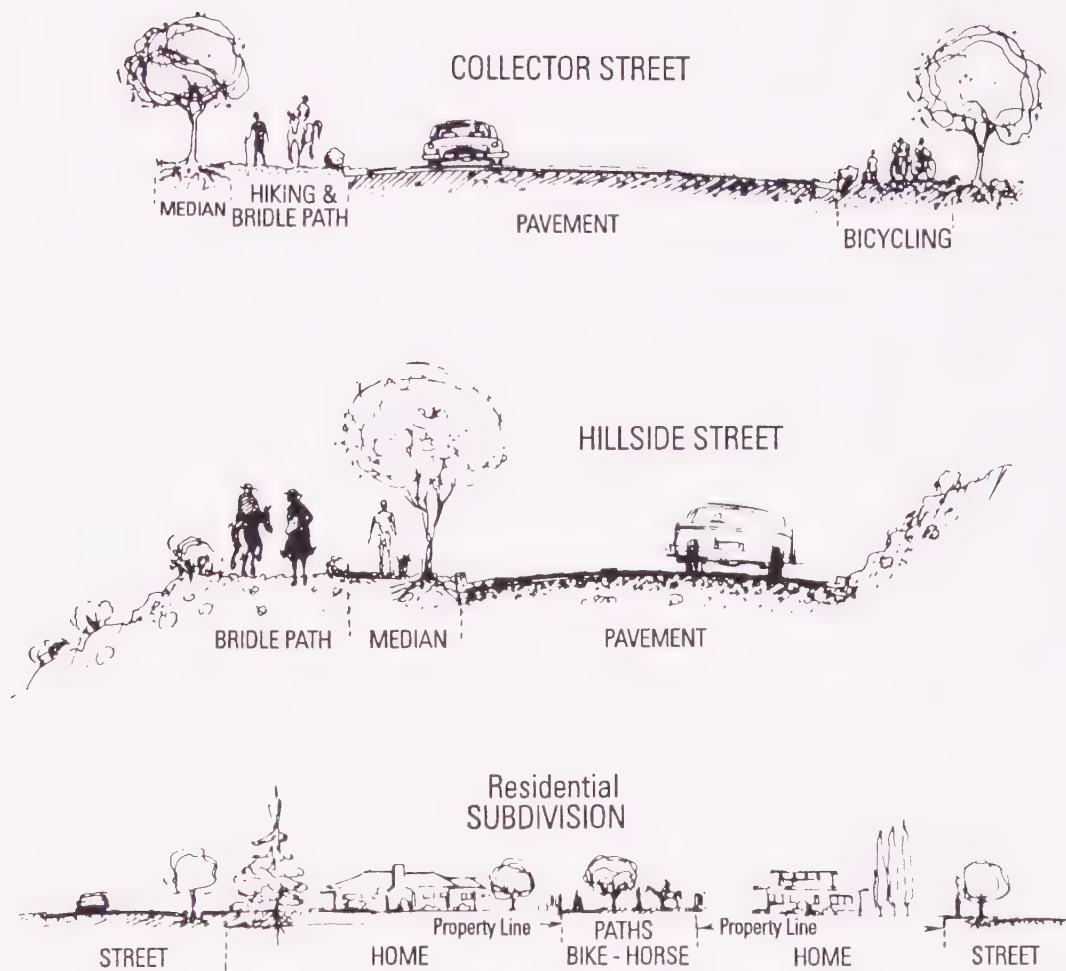
Santa Susana Annexation. The City of Los Angeles is concerned about the future development which may occur in the 12,800-acre area adjacent to the City of Los Angeles, north of the communities of Chatsworth, Porter Ranch and Granada Hills, in the Santa Susana Mountains currently in the unincorporated area of the County of Los Angeles. There is a need to protect and preserve the unique scenic quality, wildlife and vegetation of this steep mountainous area. (Map Footnote No. 11) There is also a need to limit any future development in this area to uses and densities which are compatible with its unique natural characteristics. The orientation of drainage and relationship of almost every other effect of this area is directed toward the City of Los Angeles. The public necessity, convenience, general welfare and good zoning practice would be well served by the annexation of this area.

The Chief Legislative Analyst, City Administrative Officer and the City Planning Department are proceeding with the preparation of the necessary studies and recommendations for the City Council to annex this area.

Trails. The proposed trails, trail crossings, trail stops and assembly areas, as identified in the Equestrian Areas and Trails Map, indicate areas and elements that further the desire to have a comprehensive equestrian trail system.

210PLAN(9/23/94)

CHATSWORTH - PORTER RANCH PLAN



CROSS SECTIONS
EQUESTRIAN TRAILS & BICYCLE ROUTES

Chatsworth-Porter Ranch Community Plan
Equestrian Areas and Trails

Equestrian Trail Systems

EXISTING

Backbone Trail System

PROPOSED

Backbone Trail System

Other Trails

Future Study

Equestrian Trail Features



Trail Stop and Assembly Area



Trail Crossing

"K" Equinekeeping District

Section 13.05, LAMC

Existing

Proposed

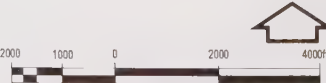
Other Land Features

Railroad R/W and Tunnel

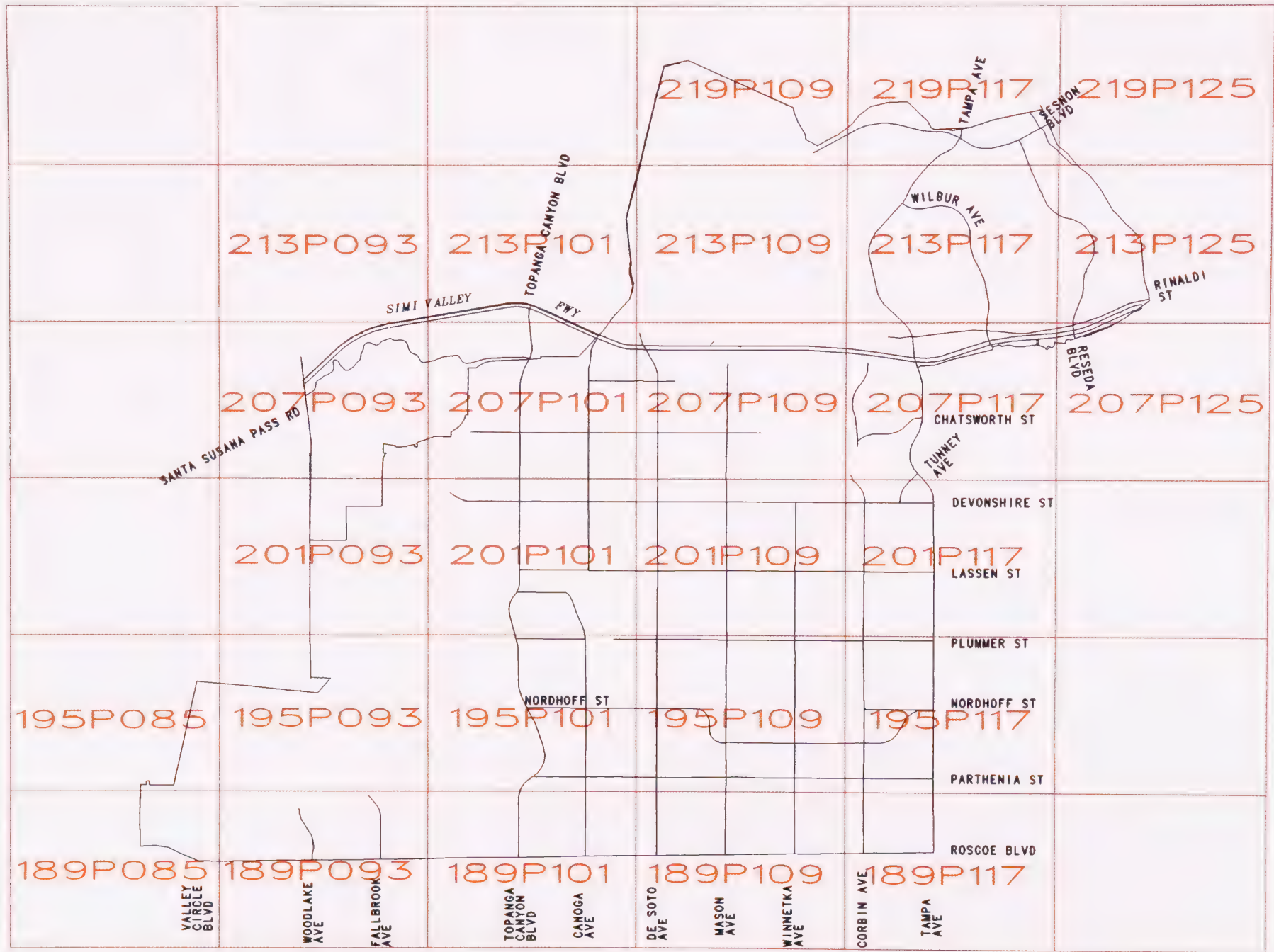
L.A. County Flood Control Channel

NOTES:

1. For a more detailed description of this map, and to determine the status of the trails system of the northwest San Fernando Valley, see *Guide to Existing and Potential Equestrian Trails*, Twelfth Council District, February 1991.
2. Location of equestrian trails are general and may be varied as required. The Plan does not intend that such property be purchased by the City.
3. Horsekeeping areas should feature large lots intended primarily for the creation of "K" Equine-keeping Districts. Housing in these areas is specially intended for horsekeeping on 20,000 square feet and larger lots with few sidewalks and where riding is possible along the street or on grade separated trails. Street improvements and subdivision design should be compatible with the semi-rural character of these neighborhoods.



Prepared by the Graphics Design Services Section,
Los Angeles City Planning Department • June 1994



CHATSWORTH - PORTER RANCH INDEX MAP

NOT TO SCALE 07/93

B. SPECIFIC PLAN



MAP NOT TO SCALE

C.M. 219-B-117	CPC 91-0059ZC / GPA
	CPC 92-0116 ZC / GPA
	CPC 22772

RAP/CL 10/96

CHATSWORTH - PORTER RANCH

COUNTY
OF
LOS ANGELES



219-109

SEE MAP 213P109

07/93 -CH

219-113

B. SPECIFIC PLAN

SEE MAP 219P117

GRANADA HILLS-
KNOLLWOOD
PLAN

COUNTY
OF
LOS ANGELES

SEE MAP 219P109

SEE MAP 219P125



219-117

SEE MAP 213P117

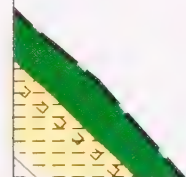
07/93 -CH

219-121

B. SPECIFIC PLAN

SEE MAP 219P117

GRANADA HILLS -
KNOLLWOOD PLAN



COUNTY
OF
LOS ANGELES

SEE MAP 213P101

SCENIC CORRIDOR
SIMI VALLEY
FWY

SEE MAP 207P085

07/93 -CH

213-097

SEE MAP 213P093

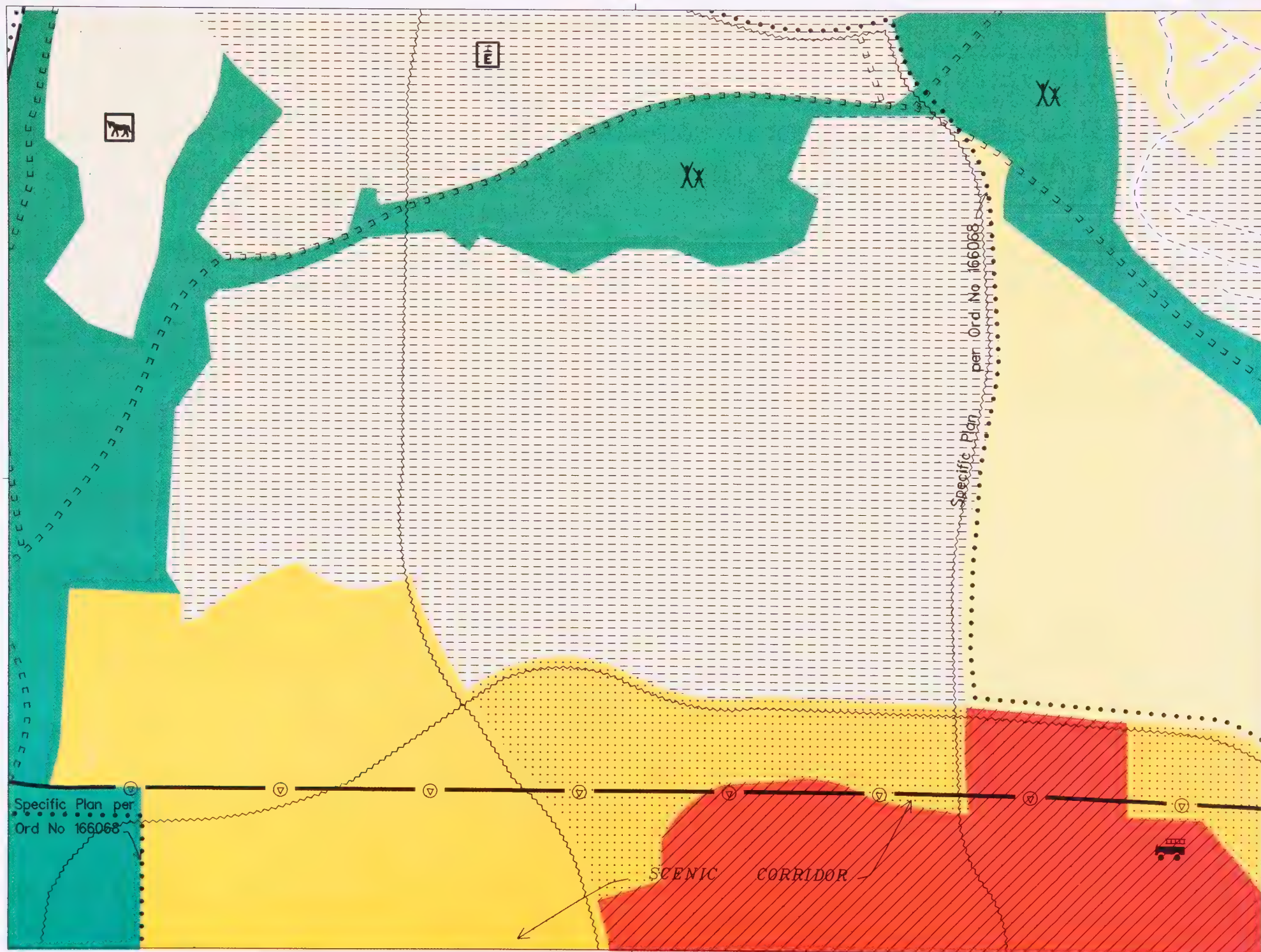


SEE MAP 213P109

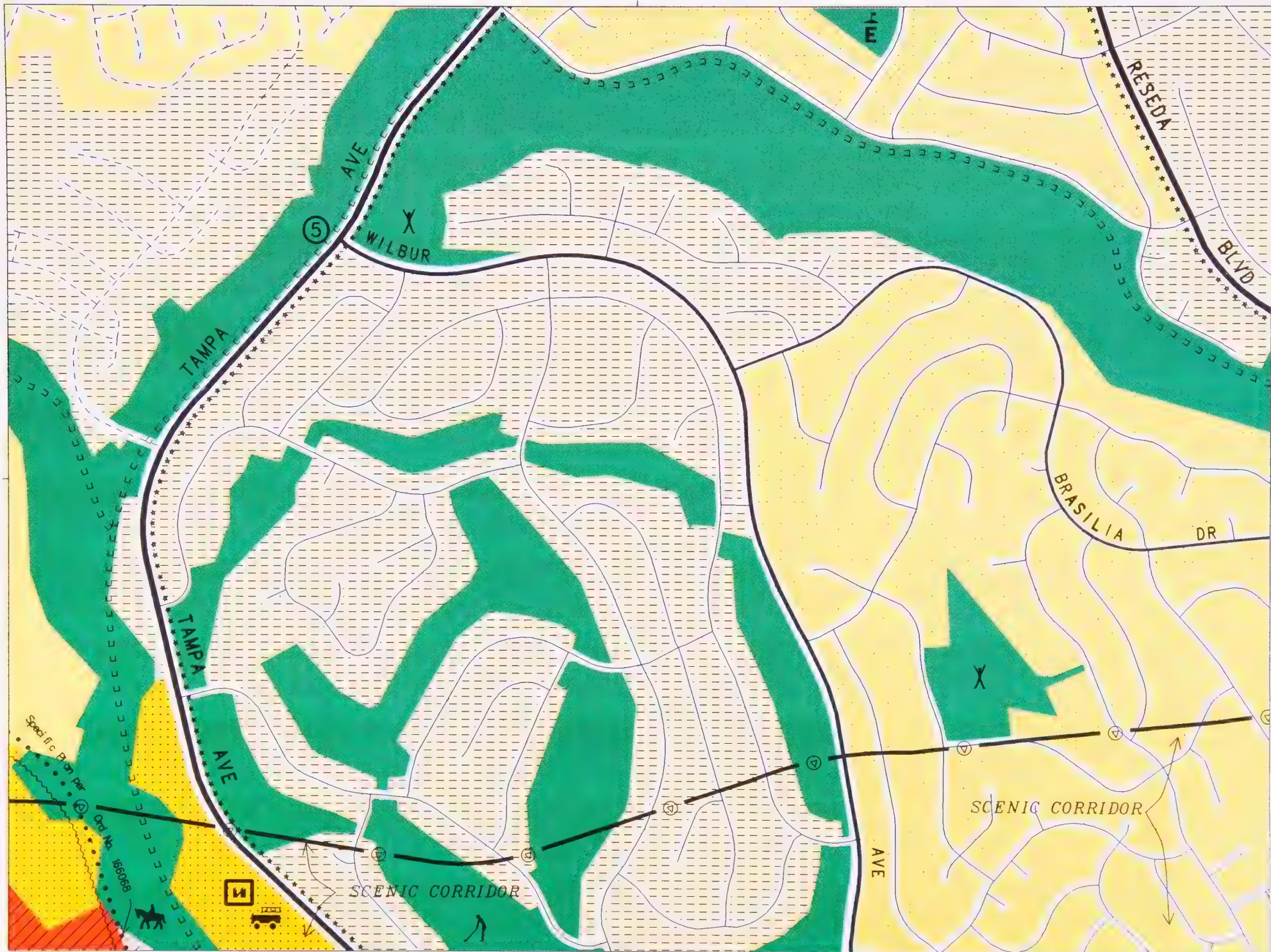
07/93 -CH

B. SPECIFIC PLAN

SEE MAP 213P117



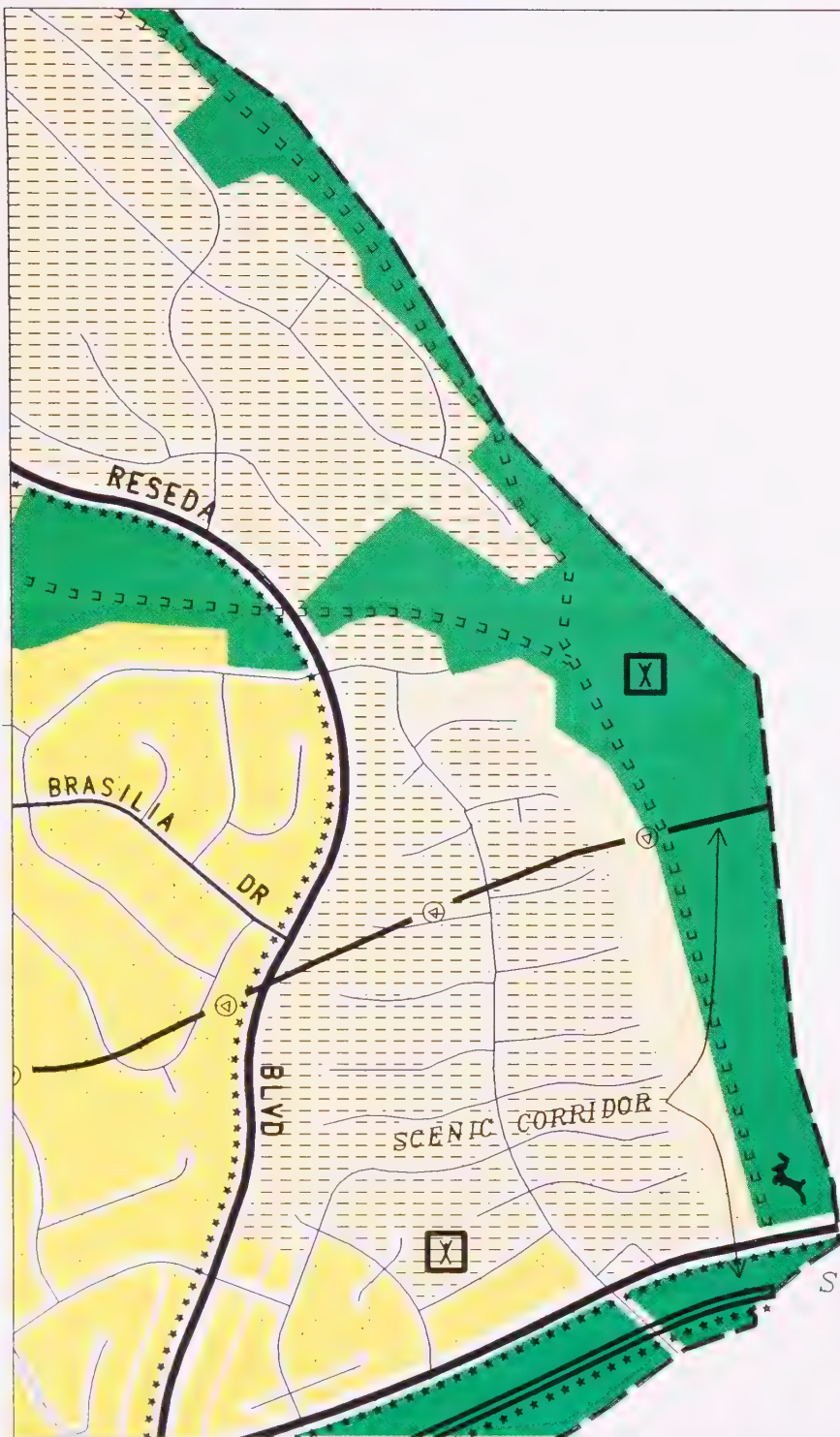
SEE MAP 213P109



SEE MAP 213P125

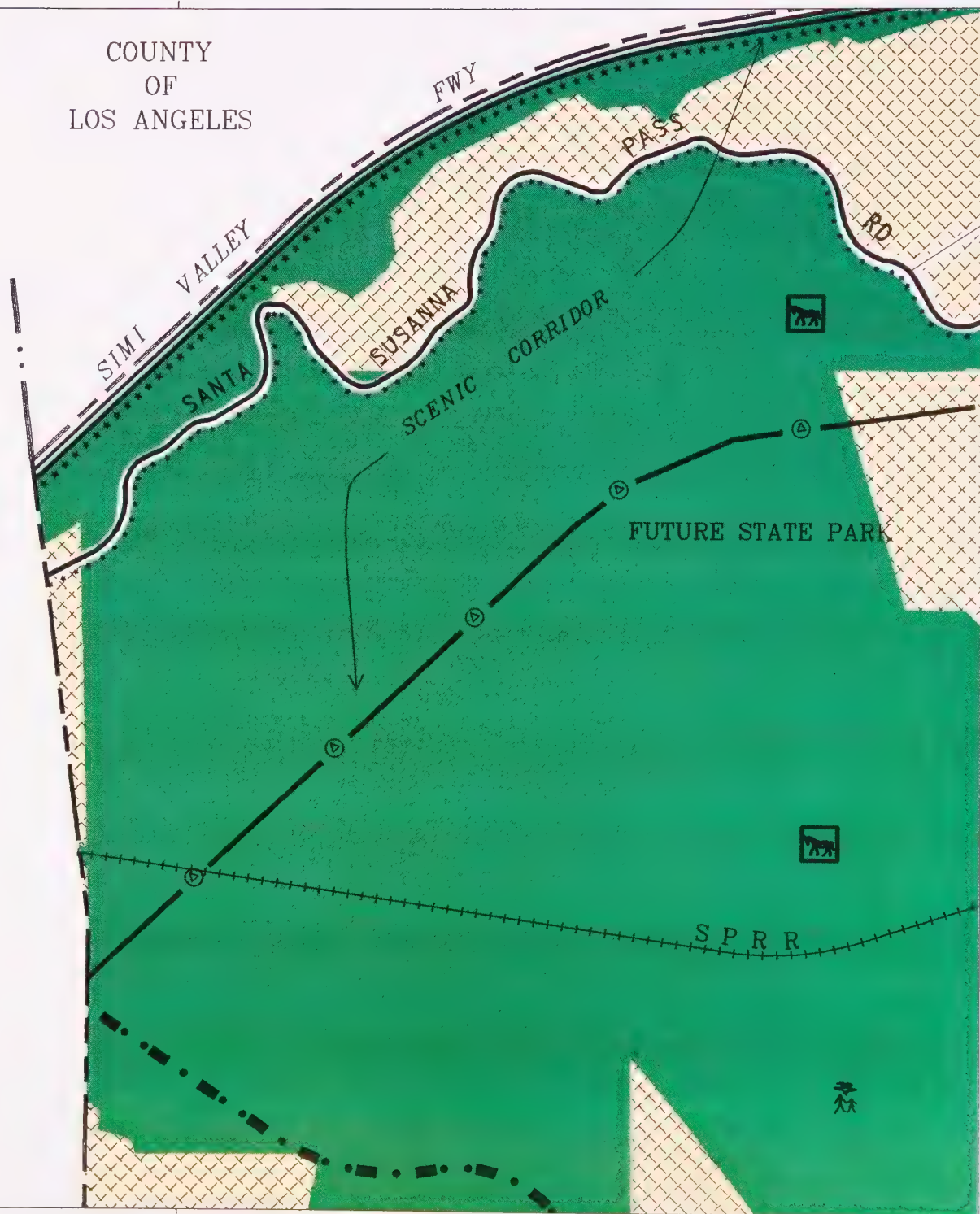
GRANADA HILLS - KNOLLWOOD
PLAN

SEE MAP 213P117

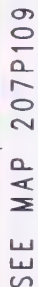


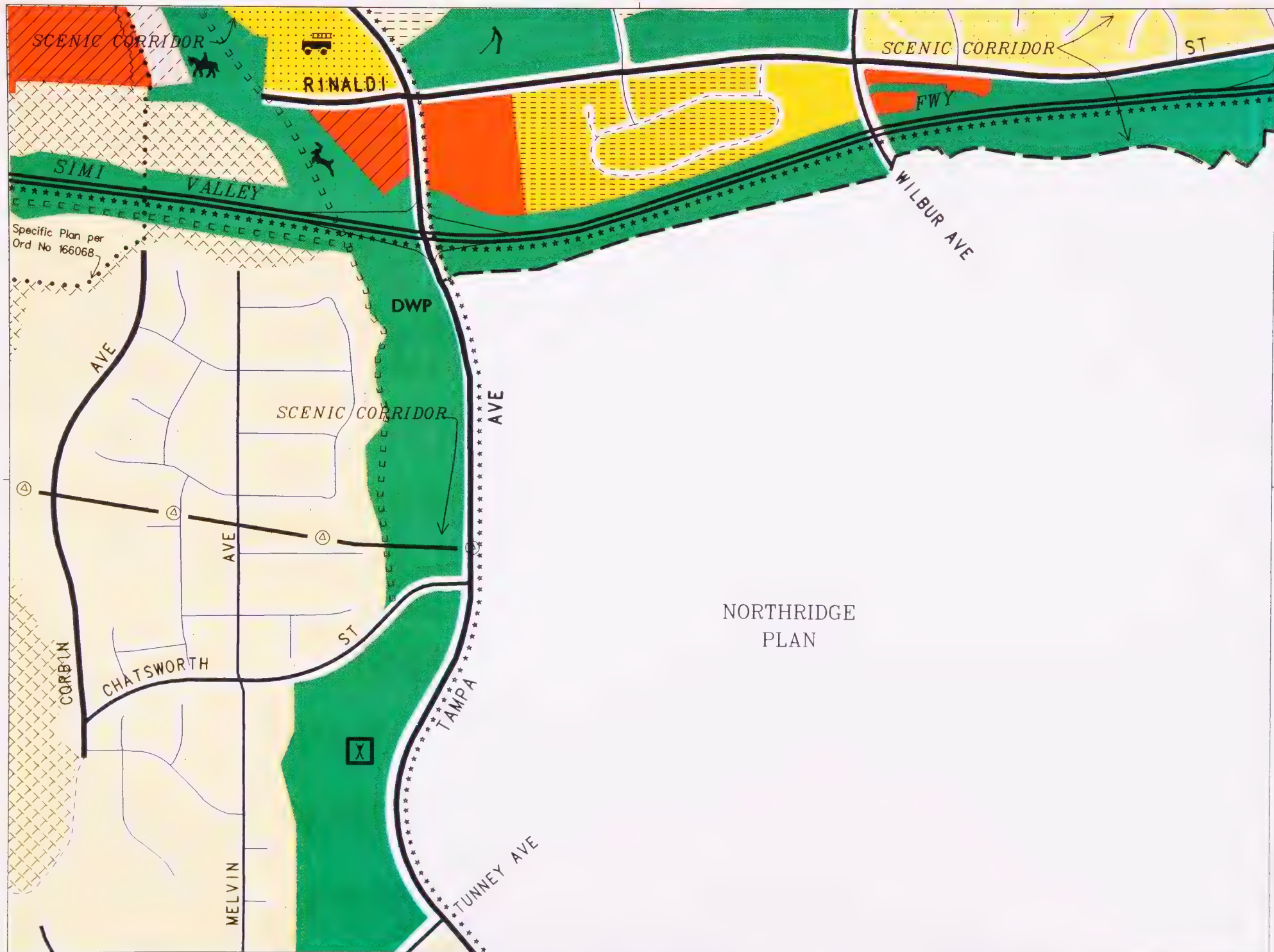
COUNTY
OF
VENTURA

COUNTY
OF
LOS ANGELES



SEE MAP 207P101





SEE MAP 207P109

SEE MAP 207P125

NORTHRIDGE
PLAN



RESEDA BLVD

NORTHRIDGE
PLAN

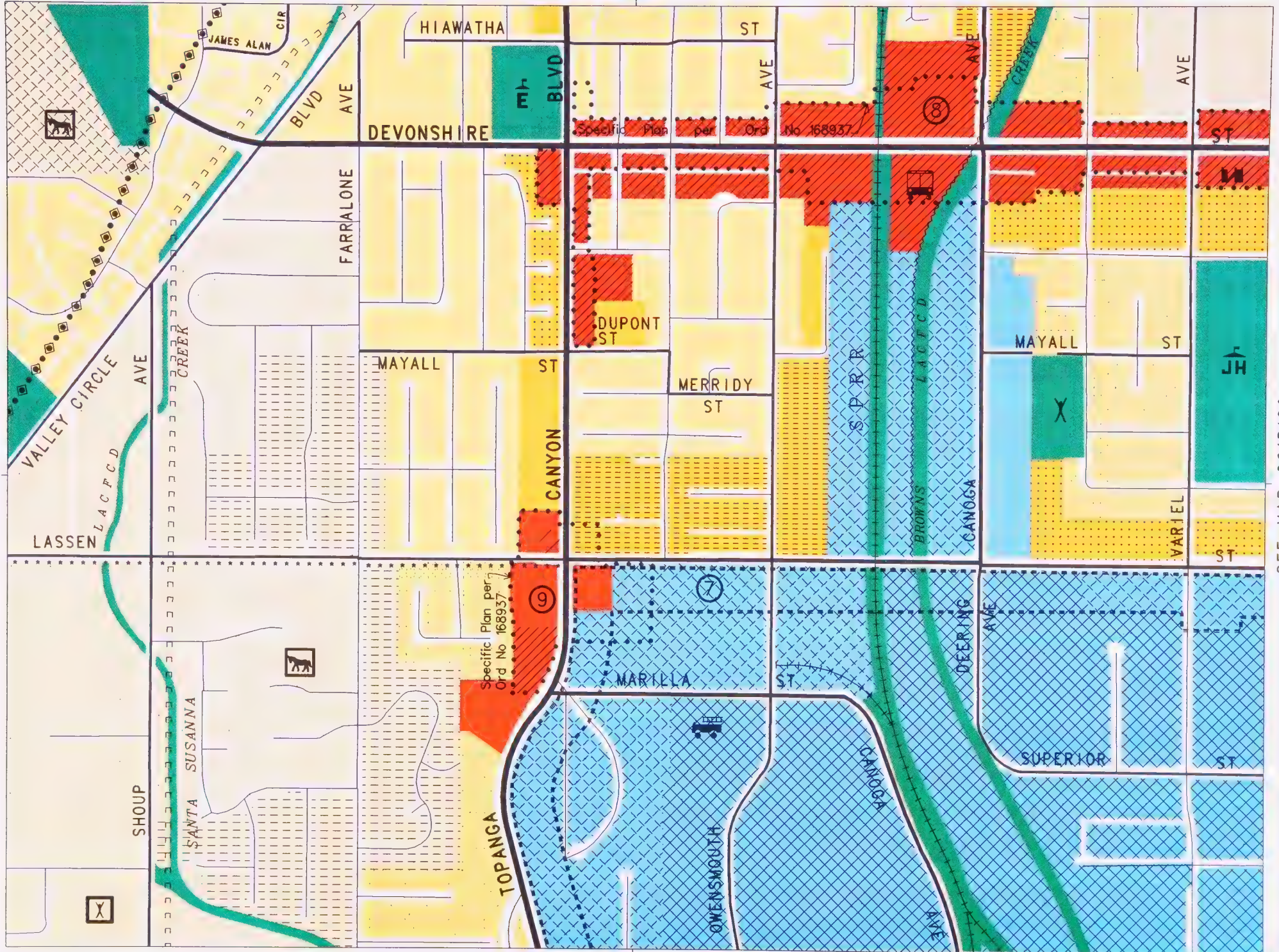
SEE MAP 207P117

COUNTY
OF
VENTURA



SEE MAP 201P101

SEE MAP 201P093



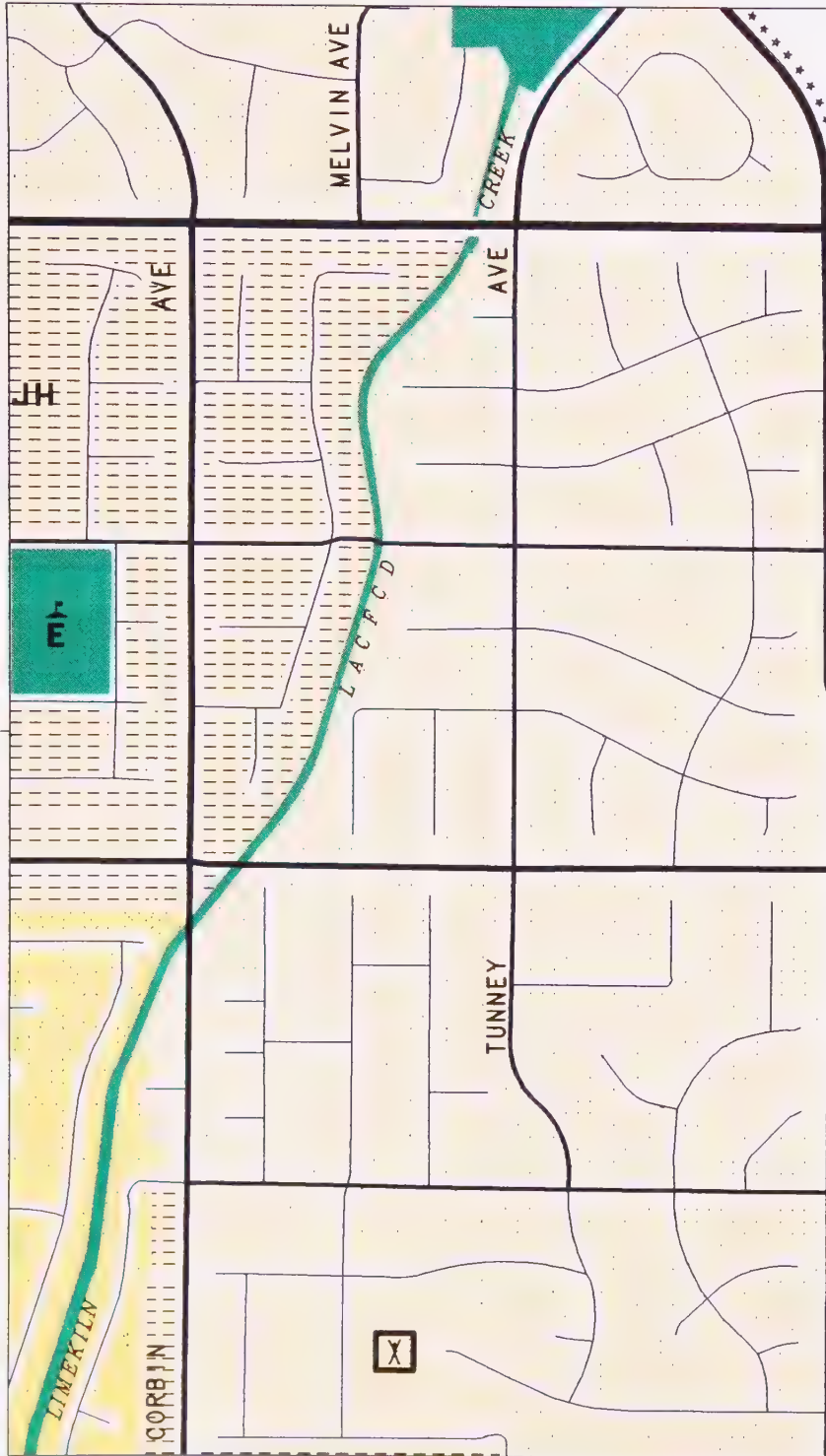
SEE MAP 201P109

SEE MAP 201P101



SEE MAP 201P117

SEE MAP 201P109



DEVONSHIRE ST

AVE

MAYALL ST

LASSEN ST

SUPERIOR ST

TAMPA

NORTHRIDGE
PLAN

COUNTY OF
LOS ANGELES



SEE MAP 195P093

SEE MAP 189P085

07/93 -CH

195-089

C. SPECIFIC PLAN

B. SPECIFIC PLAN

COUNTY OF
VENTURA

COUNTY OF
LOS ANGELES

VALLEY CIRCLE

BLVD

PLUMMER ST

BADEN AVE

CHATSWORTH RESERVOIR

DWP

Nature Preserve

BLVD

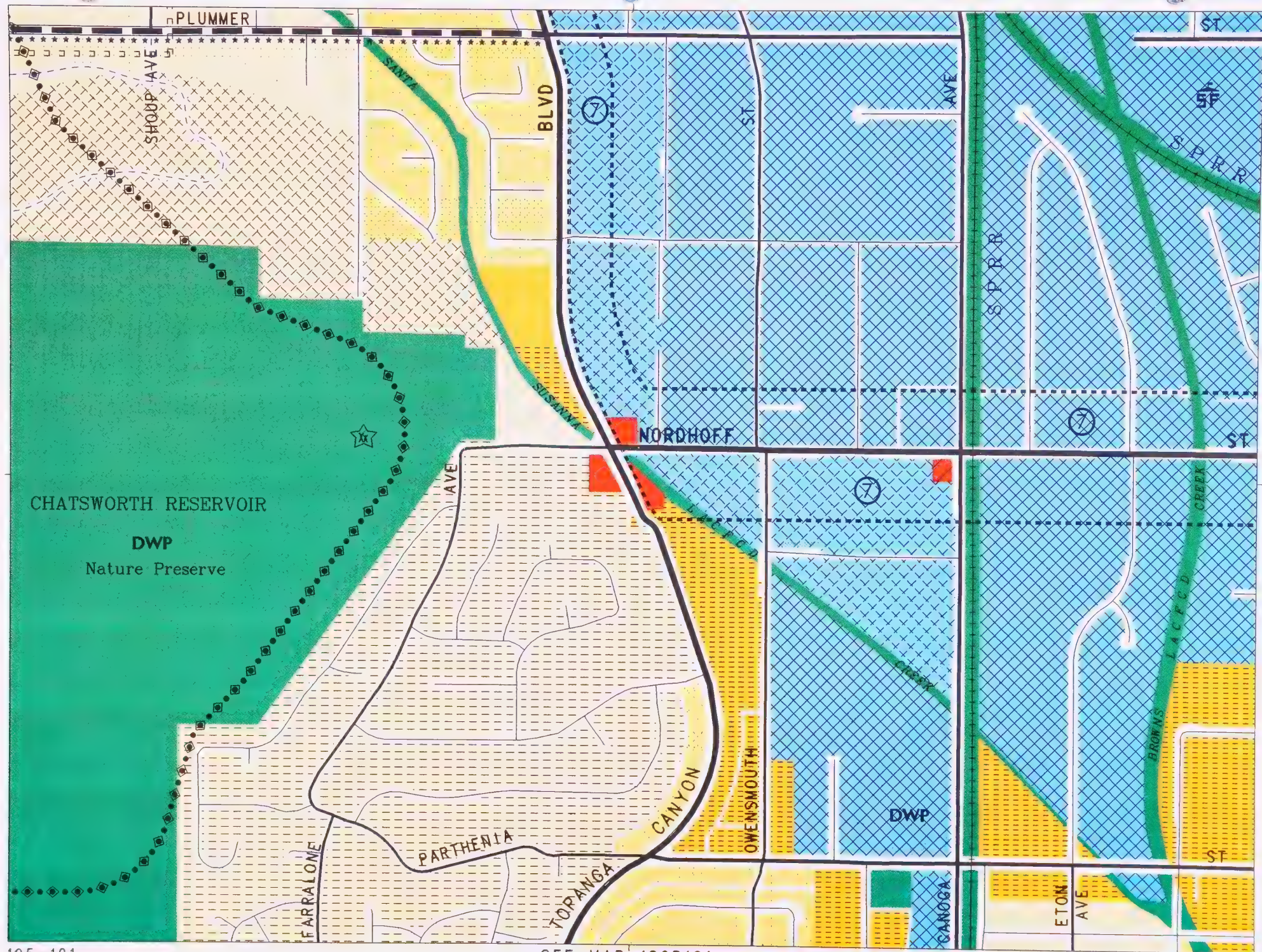
VALLEY CIRCLE

SEE MAP 195P085

SEE MAP 195P101

SEE MAP 195P093

SEE MAP 195P109

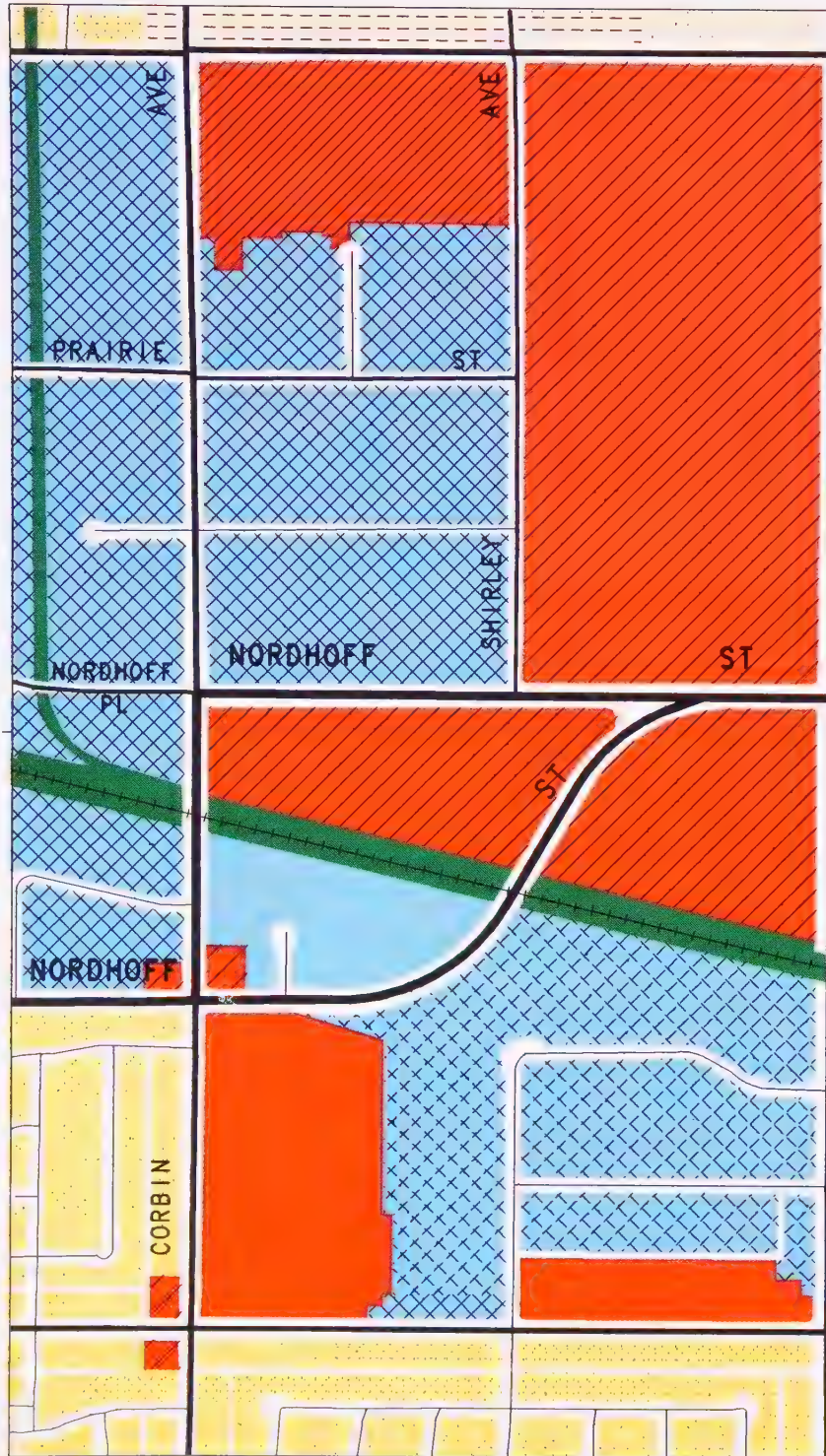




SEE MAP 195P101

SEE MAP 195P117

SEE MAP 195P109



PLUMMER ST

AVE

PRAIRIE

ST

NORDHOFF

NORDHOFF

SHIRLEY

ST

ST

NORDHOFF

CORBIN

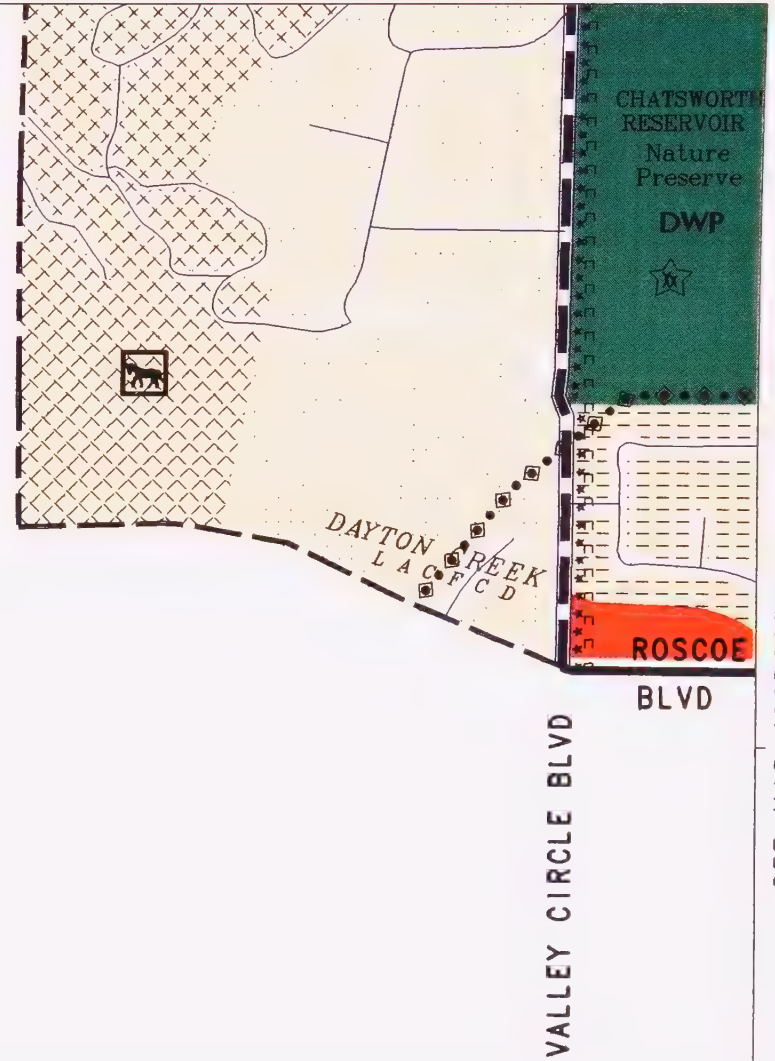
TAMPA

PARTHENIA ST

NORTHRIIDGE
PLAN

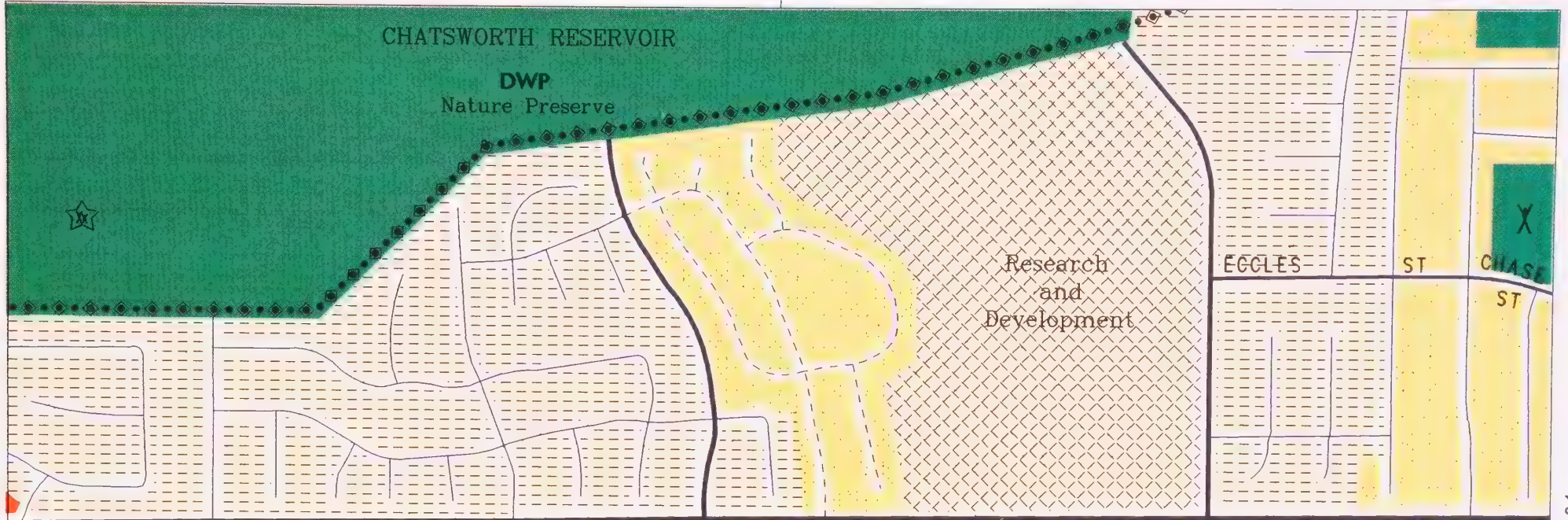
LIMEKILN CREEK (LACFCD)
SPRR

COUNTY OF
LOS ANGELES



SEE MAP 189P093

CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS
PLAN

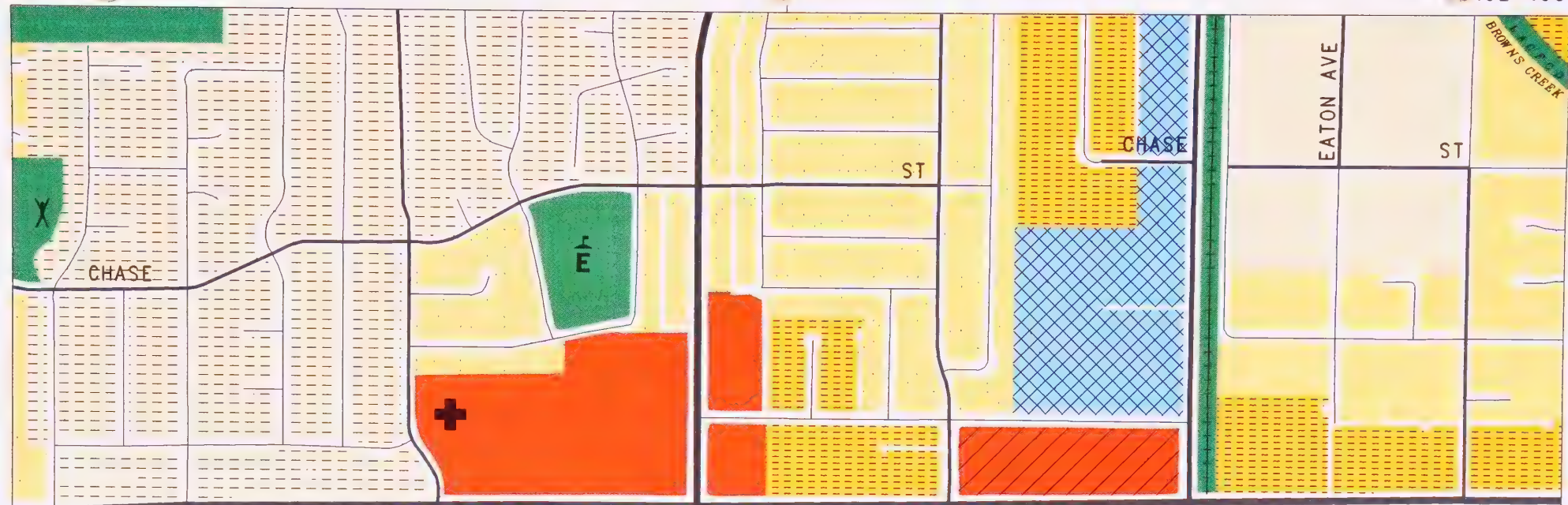


SEE MAP 189P085

SEE MAP 189P101

CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS
PLAN

SEE MAP 189P093



SEE MAP 189P109

ROSCOE

FARRALONE ST

TOPANGA CANYON BLVD

OWENSMOUTH AVE

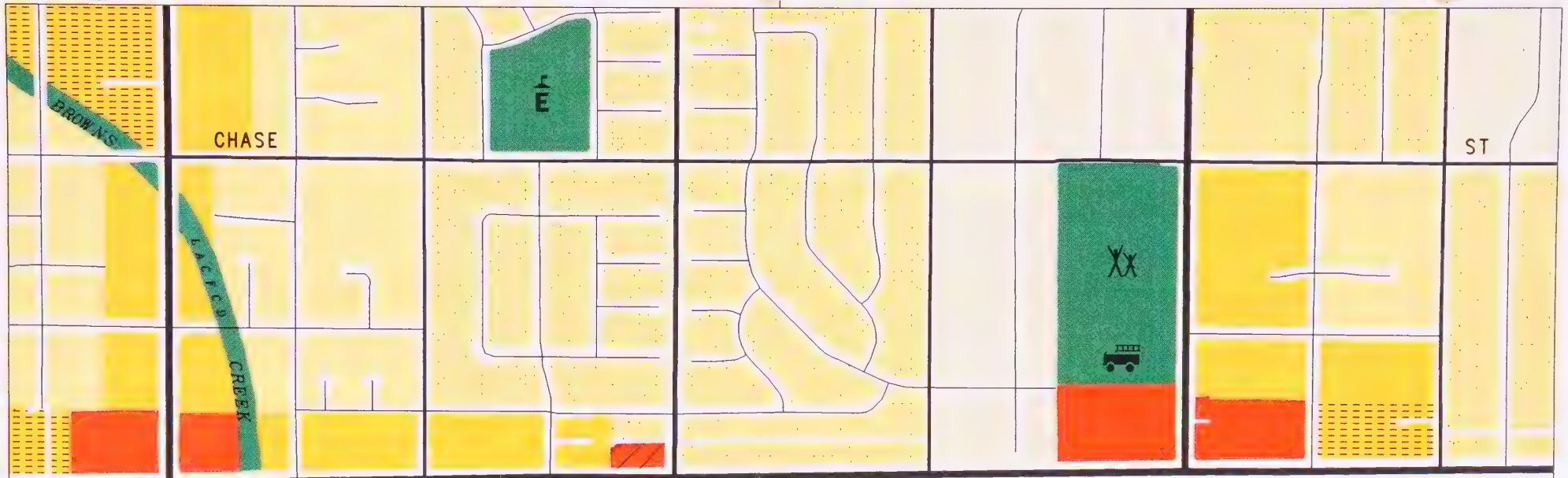
CANOGA AVE
S P R

BLVD

VARIEL AVE



CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS
PLAN



DE SOTO AVE

ROSCOE

LURLINE AVE

MASON AVE

OSO AVE

WINNETKA AVE

BLVD

OAKDALE AVE

CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS
PLAN

SEE MAP 189P109

CANOGA PARK - WINNETKA - WOODLAND HILLS
- WEST HILLS PLAN

CORBIN AVE

TAMPA AVE

CHASE ST

NORTHRIDGE
PLAN

ROSCOE BLVD

RESEDA - WEST VAN NUYS PLAN

SUMMARY OF LAND USE

RESIDENTIAL	DWELLING UNITS PER GROSS ACRE ²²	CORRESPONDING ZONES			
Minimum	0.5 to 1	A1, A2, RE40	Single-Family Residential		TOTAL RESIDENTIAL
Very Low I	1+ to 2	RE20, RA	Total Acres	9,246	Total Acres 10,229
Very Low II	2+ to 3	RE15, RE11	% of Total Area	60.8	% of Total Area 67.3
Low I	3+ to 5	RE9, RS	Dwelling Unit Capacity	24,100	Dwelling Unit Capacity 52,980
Low I	5+ to 7	R1, RD6, RZ5	Population Capacity	92,710	Population Capacity 134,950
Low Medium I	7 + to 12	R2, RD3, RD4, RD5			
		RZ2.5, RZ3, RZ4	Multiple-Family Residential		
Low Medium II	12+ to 24	RD2, RD1.5	Total Acres	983	
Medium	24+ to 40	R3	% of Total Area	6.5	
			Dwelling Unit Capacity	28,880	
			Population Capacity	42,240	
COMMERCIAL					TOTAL COMMERCIAL
Limited		C1, C1.5, P	Limited		Total Acres 620
			Total Acres	2	% of Total Area 4.1
			% of Total Area	-	
Highway Oriented		CR, C1, C2, P	Highway Oriented		
			Total Acres	25	
			% of Total Area	.2	
Neighborhood and Office		CR, C1, C1.5, C4, P	Neighborhood and Office		
			Total Acres	176	
			% of Total Area	1.2	
Community		CR, C2, C4, P, PB	Community		
			Total Acres	185	
			% of Total Area	1.2	
Regional Center		C2, C4, P, PB	Regional Center		
			Total Acres	232	
			% of Total Area	1.5	
INDUSTRIAL					TOTAL INDUSTRIAL
Commercial Manufacturing		CM, P	Commercial Manufacturing		Total Acres 1,821
			Total Acres	16	% of Total Area 12.0
			% of Total Area	.1	
Limited		MR1, M1, P	Limited		
			Total Acres	394	
			% of Total Area	2.6	
Light		MR2, P	Light		
			Total Acres	1,411	
			% of Total Area	9.3	
OPEN SPACE, PUBLIC					TOTAL OPEN SPACE
Open Space		OS, A1, PF			Total Acres 2,526
					% of Total Area 16.6
					TOTAL ACRES 15,196

CHATSWORTH / PORTER RANCH PLAN

FOOTNOTES:

1. Existing Highway-Oriented Commercial sites should not be expanded.

2. Height District 1.

3. Height District 2. Floor area ratio of 1.5 to 1 with a three story/45-foot height limit within the Devonshire/Topanga Corridor Specific Plan. Average floor area ratio of 1 to 1 within the Porter Ranch Specific Plan.

4. The OS Zone is intended to be a corresponding zone only for publicly-owned property, while the A1 Zone is intended to be a corresponding zone for privately-owned property.
- The Slope Density Ordinance (Section 17.05 C of the LAMC) shall apply to all property designated as Open Space by the General Plan.

When the use of a property designated as Open Space (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties and consistent with the General Plan. Property both designated as Open Space and zoned OS or A1 shall be considered exempt from the aforementioned procedure.
5. These roads should be designed in a manner as to at least disrupt the scenic qualities of the areas they traverse.

6. Refer to the respective Specific Plan for land use, height limitations, entitlements, and controlling conditions.

7. The [Q]M1 Zone classification is permitted on those properties fronting on the following corridors: (1) the north and south sides of Nordhoff Street between De Soto Avenue and Topanga Canyon Boulevard; (2) the east side of Topanga Canyon Boulevard from Nordhoff Street to the south side of Lassen Street; and (3) the south side of Lassen Street between Topanga Canyon Boulevard and De Soto Avenue. Such conditions of approval shall prohibit smoke stacks, metal plating, toxic and noxious industrial uses, and any new retail commercial uses within these zone classifications.

8. See Policies/Land Use, Commerce Section of the text for standards and criteria on parking.

9. See Policies/Land Use, Commerce Section of the text for features regarding commercial designations.

10. See Policies Section of the text for features regarding desirable development within Los Angeles County and adjacent to the City of Los Angeles.

11. See Policies and Programs Sections of the text regarding the annexation of the area north of the Simi Freeway to the Oat Mountain ridgeline.

12. Existing mobilehome parks are considered to be consistent with this Plan. Future mobilehome parks shall also be considered to be consistent with this Plan when developed in the RMP Zone.

13. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones, unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations. Zones established in the LAMC, subsequent to the adoption of the Plan, shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.
- It is the intent of the Plan that the entitlements granted shall be for one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan amendment.
14. Any commercial development on the northeast corner of Corbin Avenue and Rinaldi Street, as approved by zone change, shall provide for a corresponding reduction of commercial floor area permitted in Subarea 10 of the Porter Ranch Specific Plan (Ordinance No. 166,068). A covenant shall be made a condition and shall be executed and recorded by the owners of each area involved, setting forth the amount of floor area allowed and reduced, thereby binding such owners and their successors to the limitations and requirements imposed.

15. See specific development standards pursuant to Section 17.05 T of the Los Angeles Municipal Code.

16. Prior to improvement of Lassen Street between Topanga Canyon Boulevard and Farralone Avenue, special restrictions should be placed to insure the preservation and maintenance of the historic olive and oak trees.

17. Local streets, freeways and freeway interchanges are shown for reference only.

18. Boxed symbol denotes the general location of a proposed facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service-radius standards contained in the individual facility plans comprising the Service System Element of the General Plan.
- Boxed symbol for proposed school does not designate specific location or type.
19. Cultural and Historic Monument.

20. Corridor symbol represents eastern boundary.

21. Special recreation areas located on DWP property shall be allowed only on controlled basis.

22. Gross acre includes one-half of abutting street.

23. See also Equestrian Areas and Trails Map within text of Community Plan.

210MISC1 (9/23/94)

LAND USE^{12,13}






RESIDENTIAL^{2,6}

LOW DENSITY

CORRESPONDING ZONES

MULTIPLE FAMILY





CORRESPONDING ZONES

	MINIMUM	A1,A2,RE40
	VERY LOW I	RE20,RA
	VERY LOW II	RE15,RE11
	LOW I	RE9,RS
	LOW II	R1,RD6,RZ5

COMMERCIAL⁶

	LIMITED ²	C1,C1.5,P
	HIGHWAY ORIENTED ^{1,2}	CR,C1,C2,P
	NEIGHBORHOOD AND OFFICE ²	CR,C1,C1.5,C4,P
	COMMUNITY COMMERCIAL ³	CR,C2,C4,P,PB
	REGIONAL CENTER ³	C2,C4,P,PB

INDUSTRIAL⁶




	COMMERCIAL MANUFACTURING	CM,P
	LIMITED MANUFACTURING	MR1,M1, ⁷ P
	LIGHT MANUFACTURING	MR2,P
	OPEN SPACE ⁴	OS,A1,PF

OPEN SPACE,PUBLIC/QUASI-PUBLIC

CIRCULATION

	Scenic Freeway ¹⁷
	Interchange ¹⁷
	On/Off Ramp
	Major Highway
	Scenic Major Highway ⁵
	Valley Circle Scenic Corr ¹⁵
	Secondary Highway
	Scenic Secondary Highway ⁵
	Collector Street ¹⁶
	Collector Scenic Highway
	Local Street ¹⁷
	Private Street
	Bikeway
	Railroad
	Equestrian & Hiking Trail ²³
	Stagecoach Line ¹⁹
	Wildlife Corridor ²⁰

ADMINISTRATIVE BDRY

	Community Boundary
	City Boundary
	Other Cities/County

SPECIAL BOUNDARY







	Specific Plan ⁶
	Site Boundary
	Scenic Corridor
	Horsekeeping Area ²³

NOTES:

	Proposed ¹⁸
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SERVICE SYSTEMS

SCHOOL SITES

	Elementary School
	Junior High School
	Senior High School
	Special Facility
	Private Schools
	Proposed School

RECREATIONAL SITES

	Neighborhood Park
	Community Park
	Regional Park
	Special Recreation ²¹
	Golf Course

OTHER

	Water & Power
	Community Library
	Fire Station
	Hospital
	Animal Shelter
	Community Transit Center
	Wildlife Migration Path
	Cultural/Scenic Area
	Community Transit Center
	Trail Stop & Assembly Area ²³
	Horsekeeping Area ²³

LAND USE^{12,13}

RESIDENTIAL^{2,6}

LOW DENSITY

CORRESPONDING ZONES



MINIMUM

A1,A2,RE40



VERY LOW I

RE20,RA



VERY LOW II

RE15,RE11



LOW I

RE9,RS



LOW II

R1,RD6,RZ5

COMMERCIAL⁶



LIMITED²

C1,C1.5,P



HIGHWAY ORIENTED^{1,2}

CR,C1,C2,P



NEIGHBORHOOD AND OFFICE²

CR,C1,C1.5,C4,P



COMMUNITY COMMERCIAL³

CR,C2,C4,P,PB



REGIONAL CENTER³

C2,C4,P,PB

MULTIPLE FAMILY



LOW MEDIUM I



LOW MEDIUM II



MEDIUM

CORRESPONDING ZONES

RD5,RD4,RD3,R2,RZ4,RZ3,RZ2.5

RD2,RD1.5

R3

INDUSTRIAL⁶



COMMERCIAL MANUFACTURING

CM,P



LIMITED MANUFACTURING

MR1,M1,⁷ P



LIGHT MANUFACTURING

MR2,P

OPEN SPACE,PUBLIC/QUASI-PUBLIC



OPEN SPACE⁴

OS,A1,PF

CIRCULATION



Scenic Freeway¹⁷



Interchange¹⁷



On/Off Ramp



Major Highway



Scenic Major Highway⁵



Valley Circle Scenic Corridor¹⁵



Secondary Highway



Scenic Secondary Highway⁵



Collector Street¹⁶



Collector Scenic Highway



Local Street¹⁷



Private Street



Bikeway



Railroad



Equestrian & Hiking Trail²³



Stagecoach Line¹⁹



Wildlife Corridor²⁰

ADMINISTRATIVE BDRY



Community Boundary



City Boundary



Other Cities/County

SPECIAL BOUNDARY



Specific Plan⁶



Site Boundary



Scenic Corridor



Horsekeeping Area²³

NOTES:



Proposed¹⁸

SERVICE SYSTEMS

SCHOOL SITES



Elementary School



Junior High School



Senior High School



Special Facility



Private Schools



Proposed School

RECREATIONAL SITES



Neighborhood Park



Community Park



Regional Park



Special Recreation²¹



Golf Course

OTHER

DWP Water & Power



Community Library



Fire Station



Hospital



Animal Shelter



Community Transit Center



Wildlife Migration Path



Cultural/Scenic Area



Community Transit Center



Trail Stop & Assembly Area²³



Horsekeeping Area²³



PORTER RANCH LAND USE/TRANSPORTATION SPECIFIC PLAN

A portion of the Chatsworth-Porter Ranch Community Plan

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Part 1

PORTER RANCH LAND USE/TRANSPORTATION SPECIFIC PLAN

Ordinance No. 166,068
Effective August 24, 1990

SUMMARY OF PROVISIONS

Project Approval Process

Except for minor exceptions, no building permit, certificate of occupancy, sign permit, grading permit or foundation permit shall be issued unless an applicant complies with the Specific Plan. Applications must be approved by the:

- Department of City Planning. The applicant must sign and record a covenant and agreement acknowledging the contents and limitations of the Specific Plan, as well as conditions imposed by the Planning Department.
- Department of Transportation.
- Department of Building and Safety.
- Bureau of Street Lighting.
- Bureau of Engineering.
- Caltrans.
- Board of Recreation & Park Commissioners.
- Board of Library Commissioners.

Basic Development Rights

Prior to the approval of any subdivision or issuance of any grading or building permits, the developer may enter into one or more development agreements with the City. The development agreements must include:

- New streets.
- Aliso Canyon Bridge.
- Improvements at or near the intersections of the 118 Freeway.
- Off-site surface street improvements.
- Automated Traffic Surveillance and Control System.
- Circulation.

Project Permit

Any project not subject to a development agreement will require a Project Permit.

A Project Permit is required for:

- Any commercial development over 40,000 sq. ft. after threshold of 1,500,000 sq. ft. has been surpassed. Maximum total commercial floor area in Regional Center, Subareas 2, 4 and 6-14, not to exceed 6,000,000 sq. ft.
- Transfer of base permitted floor area within the Regional Center.
- Transfer of base permitted dwelling units within the Regional Center.
- Transfer of base permitted dwelling units in single-family area.
- Approval of pedestrian movement system.

Land Use Restrictions

- Regional Center: C4 uses in Subareas 2, 4, 6, 7, 8, 9, 10 & 14; RD2 Uses in Subareas 1 & 3; Public & Quasi-Public uses in Subareas 5 & 12; certain C2 uses permitted in some Subareas.
- Single-Family Area: All lots shall conform to the RE Zone regulations.
- Lot width and area shall conform to the restrictions in the Specific Plan unless otherwise permitted by the Advisory Agency.
- Lot coverage for a main building on a lot shall not exceed 45%, except for lots of less than 5,000 sq. ft. where a one story building may cover a maximum of 50% of the lot.
- Height as specified for each subarea, or as determined by the Planning Director.

Parking Requirements

- Regional Center: Except on local streets within Subarea 1, on-street parking shall be prohibited.
- Subareas 1 and 3: Parking areas for residents shall be underground or in garages, except that guest parking spaces may be surface parking spaces.
- Subareas 2, and 4 through 15, inclusive:

1. Retail - Commercial and financially oriented services	3/1000 sq. ft.
2. General office use	3/1000 sq. ft.
3. Medical and dental buildings	1/125 sq. ft.

4. Restaurants	1/100 sq. ft.
5. Hotels and motels	1/guest room
6. Auditoriums, convention facilities, theaters, religious institutions, general auditoriums, stadiums, or other places of assembly with no fixed seats	1/3 seats or 1/21 sq. ft.
7. Gyms, aerobic dancing, health clubs or similar use	1/100 sq. ft.
8. Child care and preschool facilities	1 per staff member and 1 per 8 children
9. Single-family dwelling	2 spaces within a private garage
10. Guest	1/DU

Regional Center Special Requirements

- Low and moderate income housing
- Housing for senior citizens and disabled persons
- Employee housing
- Mixed use development

Public Facilities

- Utilities - Underground where feasible
- Parks and open space
- Private open space
- Public park and open space area
- Sidewalks, medians, bikelanes and bicycle storage
- Equestrian and hiking trails
- Compost program
- Elementary school
- Junior high school site
- Library and civic center site
- Community meeting facility
- Child care facility
- Dual plumbing system

- Refuse separation and recycling

TDM/TSM Measures

Prior to issuance of a certificate of occupancy for any building in the Regional Center, the applicant shall submit a TDM program for approval by the Department of Transportation. This program shall reduce peak hour traffic trip generation rates for the project by the following percentages:

USE	AM PEAK HOUR		PM PEAK HOUR	
	IN	OUT	IN	OUT
Office	15%	5%	5%	15%
Retail	10%	3%	1%	3%
Hotel	10%	3%	3%	10%
Medical office	10%	3%	1%	5%
Residential	0%	0%	0%	0%

The TDM program shall also include a plan for a privately funded transportation system within the Specific Plan area to carry passengers from surrounding residential areas to and from the Regional Center.

TMO and Shared Ride Transportation System: The applicant shall establish a TMO for the Regional Center area. The TMO will develop and implement ridesharing and TDM related activities to provide commuter access to and circulation within the Regional Center.

Design Review

A board consisting of 7 members appointed by the Councilmember will be established. The board will advise the Advisory Agency on layout and design of subdivisions, advise the Director of Planning on aspects of exterior design, site layout, height and bulk of buildings, structures, or other development of property, advise the Board of Recreation and Park Commissioners on design of the parks and advise the Board of Library Commissioners on the location of the proposed library.

Application Packages

Applications for building permits or certificates of occupancy must include:

- Natural features map
- Conceptual grading and drainage plans
- Slope analysis map
- Conceptual landscape plan

Discretionary Approval

The Department of Planning shall make a determination on the following project permits, appealable to the CPC:

- Building and site plan review
- Landscaping plan
- Uses in Subarea 5
- Height (in a separate application from Building and Site Plan Design Review)
- Transfer of base permitted floor area or residential density
- Commercial projects over 40,000 sq. ft. in area after threshold of 1,500,000 sq. ft. has been surpassed.
- Pedestrian movement system plan and implementation schedule

Advisory Agency of the Department of Planning prior to approval of Subdivision Tract Maps will provide for:

- Public facilities including pedestrian bridges and underground utilities
- Recreation areas and open space
- Special housing provisions
- Bike lanes
- Equestrian and hiking trails
- Compost program

Department of Transportation

DOT will approve:

- TDM/TSM measures
- TMO and Shared Ride Transportation System
- Pedestrian movement system
- Automated Traffic Surveillance and Control System (ATSAC)

DOT will monitor certain intersections to determine methods to improve traffic flow.

Bureau of Street Lighting

All street lighting must be approved by Bureau of Street Lighting.

Bureau of Engineering

Bureau of Engineering will reviewed the numerous public works projects to be implemented within the Specific Plan area.

Board of Recreation and Park Commissioners

Approve Community Park and Open Space.

Board of Library Commissioners

With advice of DRB and Councilmember(s) of the District(s) will approve a site for a public library.

Caltrans

Additional freeway lanes required on Simi Freeway when commercial floor area in the Regional Center exceeds threshold of 1,500,000 square feet.

Sign Regulations

The Specific Plan regulates both on-site and off-site signs and holiday decorations.

Appeals

May be made by any applicant, member of City Council, Mayor, or property owner within 1,000 feet of Specific Plan boundary or any other interested person adversely affected by a determination.

Owner Acknowledgement of Limitations

Covenants, approved by City Attorney, shall be recorded and shall serve to notify all future owners of the limitations to development included in the Specific Plan.

210PR1 (102194)

**PORTER RANCH LAND USE/TRANSPORTATION
SPECIFIC PLAN**

**Ordinance 166,068
Effective August 24, 1990**

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210PR2 (102194)

**PORTER RANCH LAND USE/
TRANSPORTATION SPECIFIC PLAN**

**Ordinance 166,068
Effective August 24, 1990**

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Land Use	Permitted uses - C4 uses in Subareas 2,4,6,7,8,9,10 & 14; RD2 uses in Subareas 1 & 3; Public and Quasi-Public uses in Subareas 5 & 12; certain C2 uses permitted in some subareas.	6A
	Prohibited uses.	6B
Building Density and Intensity	Total commercial floor area of 6,000,000 sq. ft. in Subareas 2, 4 and 6 - 14.	6C
Building Height	By Subarea	6D
Parking	By Subarea	6E
Signs	No building shall have more than 2 signs conforming to standards	6F
	Prohibited - roof, portable, window, signs in public R.O.W., signs on walls, billboards, inflatable signs.	
Lighting	Requires shielding and approval by Bureau of Street Lighting.	6G
Landscaping, Setbacks and Walls	Use recycled waste. Landscape parking lots. Setbacks, street trees and landscape plans approved by Planning.	6H
Loading/Unloading	Underground or enclosed to minimize impact on residential.	6I

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Single-Family	RE Zone regulations.	7
Use	Single family, recreation, collection centers for recyclable materials, equinekeeping, accessory uses, conditional uses, model dwellings.	7A
Lot Width and Area	Subarea A - 70 ft./18,400 sq. ft. Subarea B - 80 ft./20,000 sq. ft. Subareas C, E, F - 65 ft./7,150 sq. ft. Subarea D - 60 ft./6,000 sq. ft. Subareas G-1,G-2 - 40 ft./4,000 sq. ft. Subareas H-1,H-2 - 80 ft./20,000 sq. ft. & 70 ft./11,000 sq. ft.	
Yard	Front - Average minimum depth of 20 ft., but no less than 15 ft. Side - No less than 5 ft. Rear - No less than 15 ft.	
Density	Dwellings per Subarea. (Total not to exceed 2,195). Transfer of density permitted.	7B
Lot Coverage	Main building - 45%, except on lots less than 5,000 sq. ft. where a 1-story building may cover 50% of lot.	7C
Parking	2 garage spaces, plus one guest space per unit. Garage setbacks of 20 ft. in Subareas G-1 and G-2.	7D
Street Trees	15 gallon at planting, 40 feet on center, approved by Street Tree Division.	7E
Advisory Agency		8
Single Family Subdivision and Layout	Goals: 1. Reduce effects of grading in hillsides. 2. Building pad elevations not above ridgelines.	8C
Pedestrian Bridges	To be constructed.	8D.

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
ATSAC	Automated Traffic Surveillance System required.	8E	Improvements Assured by Development Agreements	Without development agreements, project permits must be filed to guarantee infrastructure improvements.	10
Public Facilities	Underground utilities. Common recreation areas required. Clustering and private open space an option.	8F	New Streets	Developed in accordance with mitigation measures listed in Supplemental EIR.	10A
	Public Park and Open Space dedication required in Subareas A & B.		Aliso Canyon Bridge	Construction required.	10B
Regional Center Requirements	Low and moderate, senior citizen, disabled and employee housing.	8G	Intersection of 118 Freeway & Highways	Dedicated and constructed in accordance with mitigation measures.	10C
Additional Improvements	Sidewalks, medians, bike lanes and bicycle storage, equestrian and hiking trails.	8H	Offsite Surface	Constructed or guaranteed in accordance with mitigation measures.	10D
Junior High School Site		8I	ATSAC	Established and operated by D.O.T. to include 47 key intersections in area.	10E
Compost Program	Collection program; sites to be set aside.	8J	Circulation	Establish highway and street system designation of major and secondary highways and other roadways.	10F
Building permits		9			
Purpose	Orderly development vs. street capacity and infrastructure.	9A	Community Park	Applicant to develop 50 acre park approved by Recreation & Parks.	10G
Subdivision Requirements		9B	School	7 acres at Sesnon Blvd. and Mason Ave. reserved as a public elementary school site.	10H
Monitoring	Maximum 6,000,000 sq. ft. of commercial floor area. After 1,500,000 sq. ft., additional freeway lanes required on 118 Freeway.	9C	Library/Other	Applicant to dedicate sites for library and civic center.	10I
TDM/TSM	Required for building permit.	9D	Community/Meeting	300-seat facility to be constructed.	10J
Transportation Management	Established for Regional Center to:	9E	Child Care	Required in Regional Center.	10K
	1. Reduce traffic congestion. 2. Reduce air pollution. 3. Improve mobility for employees and residents.		Other	As stated in Section 8H	10L
			Mixed Use Development	Two buildings in Regional Center shall be in mixed use with 50,000 sq. ft. of residential.	10M
Pedestrian Movement	Required with building permit.	9F	Dual Plumbing System	Second system for reclaimed water.	10N
			Refuse Separation and Recycling	Program for commercial and residential	10O

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Design Review		11		Transfer of base permitted floor area within the Regional Center.	
Land Use Design Review	Regional Center - Requires conceptual site plan and landscape plan. Single Family - Requires Natural Features Map, Conceptual Grading & Drainage Plan Slope Analysis Map and Conceptual Landscape Plan.	11F		Transfer of base permitted dwelling units within the Regional Center. Transfer of base permitted dwelling units in single family area.	
Building and Site Plan Design Review	Architctural style to provide unifying theme and compatibility with surroundings (detail and ornamentation, decorative roofs, compatibility of colors and materials, application of glass, walls and height)	11G	Procedures	Applicant to prepare traffic study.	12D
			Department of Transportation	Future supplemental traffic studies monitor traffic outside of Specific Plan area.	
			Other Approvals		13
Community Park Facilities	Reviewed by Design Review Board	11H	Landscape Plans	Pursuant to Sec. 6H	13A
Library Facilities	Reviewed by Design Review Board.	11I	Uses in Subareas	Proposed cultural, educational or public service facility pursuant to Section 6A4.	13B
Project Permit Procedure -		12	Height	Separate from Building and Site Design Review.	13C
Commission Determination	That location desirable to public convenience or welfare and in harmony with elements of General Plan and Specific Plan and improvements assured. Additional findings for transfers of floor area or residential density.	12A 12B	210PR3(102194)		
Projects Requiring Project Permits	Commercial development over 40,000 sq. ft. after threshold of 1,500,000 sq. ft. has been surpassed. Pedestrian movement system. Application for develop-ments without development agreements.				

Part 4

**PORTER RANCH LAND USE/TRANSPORTATION
SPECIFIC PLAN**

**Ordinance No. 166,068
Effective August 24, 1990**

An ordinance establishing a specific plan, known as the Porter Ranch Land Use/Transportation Specific Plan, for a portion of the Chatsworth-Porter Ranch Community Plan area.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

**Section 1. ESTABLISHMENT OF THE PORTER RANCH LAND
USE/TRANSPORTATION SPECIFIC PLAN.**

- A. The Porter Ranch Land Use/Transportation Specific Plan is hereby established and is applicable to that area of the City of Los Angeles shown within the solid black lines on the map designated as Exhibit I.
- B. The Specific Plan is divided into two major areas: (1) the Regional Center Area and (2) the Single-Family Area. These areas are further divided into numbered and lettered subareas all as shown on Exhibit II.

Section 2. PURPOSES. The purposes of this Specific Plan are as follows:

- A. To ensure that land use mix and intensity are balanced with infrastructure, particularly the circulation system and other public facilities.
- B. To ensure that the infrastructure necessary for the Specific Plan Area is coordinated with the timing of land use development and implemented with programs, including any required improvements outside of the Specific Plan boundaries.
- C. To provide for an effective local circulation system which minimally impacts the regional circulation system and reduces conflicts among pedestrians, equestrians, bicyclists and motorists.
- D. To ensure that the mix of residential and commercial use is balanced with the social and economic needs of the community and greater regional area.
- E. To provide guidelines and a process for review and approval of subdivisions, building and site design, open space, or other developments proposed for construction within the Specific Plan Area.
- F. To provide a compatible and harmonious relationship where commercial areas are contiguous to residential neighborhoods.

G. To preserve and enhance community aesthetics:

- 1. Signs and Lighting: To ensure an attractive visual character of the area and establish appropriate sign and lighting standards.
- 2. Landforms and Views: To preserve, protect, or create unique and distinctive landforms and views by requiring sensitive site design, landscaping, and by a judicious combination of retaining or reforming the natural terrain consistent with accepted principles of good grading practice and urban design.
- 3. Noise: To minimize the impact of noise pollution on neighboring areas.

H. To control erosion through the planting of slopes with fire retardant vegetation that is compatible with the natural environment.

I. To preserve, highlight, enhance and increase public accessibility to land having exceptional recreational and/or educational value.

J. To protect all significant archaeological and paleontological sites within the Specific Plan Area in accordance with City standards.

K. To minimize detrimental effects upon hillside character by promoting improved design and appearance of the roadway system and to minimize the automobile traffic through all the residential streets.

L. To reduce potential adverse effects of grading in hillside areas, to control erosion, to reduce potential visual impacts and to recreate a natural looking terrain.

M. To control grading to ensure that no building or structure in Subarea E of the Single-Family Area exceeds the height of the major ridgeline located in the community park.

N. To have a separation of vehicular and pedestrian traffic within the Regional Center Area and pedestrian bridges to connect the several Subareas.

O. To have a parks and open space system which consists primarily of four categories -- community park, private recreation areas, private open space and public open space and park area.

Section 3. DEFINITIONS. The following words, whenever used in this Specific Plan, shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in Sections 12.03, 91.0407 and 91.6203 of the Los Angeles Municipal Code if defined therein.

Applicant: An individual or entity submitting an application for a building permit, tract or parcel map approval, private street approval or Project Permit.

Blank Wall: Any wall or garage door which fronts on the street and which is not enhanced by architectural detailing, artwork, landscaping, windows, doors or similar features.

Development Agreement: An agreement between the City and a property owner, pursuant to Article 2.5 of Chapter 4, Division 1, Title 7 of the California Government Code.

Disabled Person: A person who meets the definition of "physically handicapped/people with physical disabilities" in California Administrative Code Section 417.

Donor Site: A lot within Subarea 2, or Subareas 4 through 15 inclusive, of the Specific Plan Area from which unused Permitted Floor Area may be transferred to a Receiver Site within the Specific Plan Area.

Donor Subarea: A Subarea within the Single-Family Area or Subareas 1 and 3 within the Regional Center Area of the Specific Plan Area from which unused Permitted Dwelling Unit density may be transferred to a Receiver Subarea.

Open Space: Land where no buildings or structures and no surface parking for motor vehicles or other improvements are developed, except for driveways, walkways, or recreational facilities.

Parking Garage: A parking building or that portion of a building or structure within the Regional Center designed for the parking of motor vehicles.

Pedestrian Crossing: A grade separated public pedestrian way over or under a public street.

Permitted Dwelling Units, Base: Dwelling units permitted in a Subarea of the Single-Family Area of the Specific Plan area or Subareas 1 and 3 of the Regional Center Area prior to the transfer of dwelling unit density pursuant to this Specific Plan.

Permitted Floor Area, Additional: Floor area in excess of the Base Permitted Floor Area allowed on Receiver Sites, consistent with Section 6 C of this Specific Plan.

Permitted Floor Area, Base: The floor area permitted on a lot in the Specific Plan Area prior to the transfer of floor area pursuant to this Specific Plan.

Pedestrian Movement System: Any transit system (such as moving sidewalks or automated, driverless cars) designed and used for shuttling people.

Project: Any building, structure or use of property which requires a building or use permit, excluding single-family dwellings and their accessory buildings and interior remodelling of any building which does not result in a change of use, an increase in floor area, an increase in the number of dwelling units or an increase in the occupant load.

Project Permit: A permit issued pursuant to Section 12 of this Specific Plan.

Public Service Floor Area: That portion of the floor area of an establishment serving food or beverages in which the public is actually served or seated and not including floor area devoted to kitchen, back bar, counter, or storage use.

Receiver Site: A lot within Subareas 2 or 4 through 10, inclusive, of the Specific Plan area to which unused permitted floor area may be transferred from a Donor Site within the Specific Plan Area.

Receiver Subarea: A Subarea within the Single-Family Area or within Subareas 1 and 3 of the Regional Center Area of the Specific Plan area to which unused Permitted Dwelling Units may be transferred from a Donor Subarea within the Specific Plan area.

Regional Center: That portion of the Specific Plan area outlined on Exhibit II and divided into Subareas 1 through 15.

Regional Shopping Center: A building or group of buildings on a lot or lots which has both of the following characteristics: (1) over 250,000 square feet of floor area before any dedications required in connection with the building permit or permits for the regional shopping center; and (2) one or more major retail outlets and ten or more smaller retail or service outlets.

Scenic Corridor: The land area visible from and contiguous to a scenic highway and designated as such by the Community Plan.

Scenic Route: A public way which provides opportunities for the enjoyment of scenic resources and designated as such by the District Plan.

Specimen Tree: A tree selected for its size and branching structure and/or foliage which provides a focal point in a site design.

Street Wall: Any wall of a building generally parallel to or facing a public or private street.

TDM/TSM (Transportation Demand Management/Transportation System Management): An integrated program of transportation management measures for a Project which are to be implemented by the applicant for a building permit or tract or parcel map. These measures may include, but are not limited to, rideshare incentives, methods to coordinate rideshare programs with other developments, staggered work schedules that shift trips outside the morning and evening peak periods, employee incentives that encourage carpool and vanpool usage, and parking policies.

Town Center: That portion of the Regional Center designated as Subarea 5.

Section 4. RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE.

- A. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code, as amended, and any other relevant ordinances and do not convey any rights not otherwise granted under the provisions and procedures contained in that chapter and other relevant ordinances, except as specifically provided herein.
- B. Procedures for the granting of exceptions to the requirements of this Specific Plan are established in Section 11.5.7 D of the Los Angeles Municipal Code. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 D, the City Planning Commission may simultaneously approve any conditional use under its jurisdiction. Only one fee shall be required for joint applications.

Section 5. LIMITATIONS ON ZONING AND OTHER ENTITLEMENTS IN SPECIFIC PLAN.

- A. Prior to the approval of any subdivision and prior to the issuance of any grading or building permits, the owners of the fee interests in the property within the Specific Plan area may enter into one or more development agreements with the City in which the owners shall agree to the construction of all of the improvements contained in Sections 8, 9 and 10 of this Specific Plan.
- B. If an Applicant seeks to obtain a building permit to build a Project on property which is not the subject of an executed development agreement suitably guaranteeing the construction of all of the applicable improvements listed in Sections 8, 9 and 10, then the applicant must obtain a Project Permit.

Section 6. THE REGIONAL CENTER REGULATIONS.

- A. **The Regional Center - Permitted Uses:** Every lot or portion thereof located within the Regional Center shall conform to the following regulations:
 - 1. Except as provided in this subsection and Subsections B and C below, any use permitted in the C4 Zone on the effective date of this Specific Plan Ordinance shall be permitted within Subareas 2, 4, 6, 7, 8, 9, 10, and 14 of the Regional Center Area, provided that all uses conform to the regulations of the C4 Zone.
 - 2. **Subareas 1 and 3:** Only multi-family residential development shall be permitted in Subareas 1 and 3, subject to the use and yard requirements of the RD2 Zone and the building density and intensity limitations contained in Subsection C below, and provided that no direct vehicular access shall be permitted from any parking garage, parking lot or residential building on to

Corbin Avenue, Mason Avenue or Winnetka Avenue, unless otherwise approved by the Department of Transportation and the Bureau of Engineering.

Notwithstanding the above and the provisions of Section 12.09.1 of the Los Angeles Municipal Code, commercial parking and child care facilities shall be permitted in Subarea 3.

- 3. **Subarea 4:** Notwithstanding the provisions of Section 12.16 of the Los Angeles Municipal Code to the contrary, and in addition to the uses permitted in Paragraph 1 above, the following uses shall be permitted in Subarea 4:
 - a. Bowling alleys;
 - b. Hotels;
 - c. Pet stores;
 - d. Sale of motor fuel and oil as an incidental use within a parking garage;
 - e. Skating rinks.
- 4. **Subarea 5:** The only uses permitted in Subarea 5 are cultural, educational and public service facilities, such as theaters, museums, libraries, auditoriums and concert halls. However, these uses shall only be allowed when approved by the Director of Planning.
- 5. **Subarea 6:** Notwithstanding the provisions of Section 12.16 of the Los Angeles Municipal Code to the contrary, and in addition to the uses referred to in Paragraph 1 above, the sale of motor fuel and oil as an incidental use within a parking garage shall be permitted in Subarea 6.
- 6. **Subarea 7:** Notwithstanding the provisions of Section 12.16 of the Los Angeles Municipal Code to the contrary, in addition to the uses referred to in Paragraph 1 above, the following uses shall be permitted in Subarea 7:
 - a. Bowling alleys;
 - b. Dry cleaners, on premise;
 - c. Laundromats, self service;
 - d. Pet shops.
- 7. **Subarea 10:** Notwithstanding the provisions of Section 12.16 of the Los Angeles Municipal Code to the contrary, and in addition to the uses referred to in Paragraph 1 above, the following uses shall be permitted in Subarea 10:

- a. Automobile service stations subject to the limits of Section 12.14 A of the Los Angeles Municipal Code;
 - b. Hotels.
 8. **Subarea 11:** The only uses permitted in Subarea 11 are restaurants with sit-down food service and residential uses with a density permitted under the RE11 Zone.
 9. **Subarea 12:** The uses permitted in Subarea 12 shall be pursuant to approval under the Project Permit procedure contained in Section 12 of this Specific Plan and shall be limited to open space, public and quasi-public uses.
 10. **Subarea 13:** The only uses permitted in Subarea 13 shall be the uses permitted in the C2 Zone, but not including residential buildings other than hotels.
 11. **Subarea 14:** In addition to the uses referred to in Paragraph 1 above, automobile service stations, subject to the provisions of Section 12.14 A 6 of the Los Angeles Municipal Code, shall be permitted in Subarea 14.
 12. **Subarea 15:** The only uses permitted in Subarea 15 shall be residential uses at a density permitted under the RE11 Zone and religious institutions and schools as provided for under the conditional use procedure established in Section 12.24 of the Los Angeles Municipal Code.
- B. The Regional Center – Prohibited Uses:** Except as indicated below, the following uses are prohibited in all Subareas of the Regional Center:
1. Automobile, trailer, and other motor vehicle sales;
 2. Drive-through businesses, including drive-in theaters, banks, savings and loans, refreshment stands, restaurants, food stores and the like, except in Subareas 7, 13, 14;
 3. Carpenter, plumbing or sheet metal shops;
 4. Public baths, Turkish or the like;
 5. Recyclable material deposit centers, except in Subareas 1, 3, 7, 11, 12 and 15;
 6. Residential uses in Subarea 5;
 7. Sanitaria;
 8. Seed stores;
 9. Taxidermists;
 10. Tire shops;
 11. Tombstone or monument sales;
 12. Veterinary clinics;
 13. Residential uses, and business and professional offices in Subarea 14.
 14. Use and occupancy of a Regional Shopping Center, except when a certificate of occupancy is issued for this shopping center on or after July 1, 1994. However, construction of a Regional Shopping Center may begin prior to this date.
- C. The Regional Center– Building Density and Intensity:**
1. **Building Intensity.** In no event shall a building permit be issued for any Project within the Regional Center which would cause the total commercial floor area in Subareas 2, 4, and 6 through 14 together to exceed 6,000,000 square feet. Except that, unless the requirements of Section 9 B of this Specific Plan are met and a Project Permit is first obtained, no building permit shall be issued for any Project which exceeds the following limits: (a) 3,760,000 square feet of office space floor area, including government offices, but not including medical offices; (b) 80,000 square feet of medical office floor area; (c) 850 hotel rooms; or (d) 1,828,000 square feet of other commercial floor area within the Regional Center.
- Buildings in each Subarea within the Regional Center may be built to the Base Permitted Floor Area of that Subarea without any transfers of floor area. Buildings may exceed Base Permitted Floor Area with floor area transfers pursuant to Paragraph 5 of this subsection, so long as the total floor area, including the Base and Additional Permitted Floor Area, does not exceed a total floor area ratio of one to one for the entire Regional Center Area and further, does not result in buildings which exceed the heights for buildings in each Subarea as indicated in Subsection D below.
2. **Base Permitted Floor Area.** The Base Permitted Floor Area for Subareas 2, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, and 15 are as follows:
 - a. **Subarea 2 -** The total floor area of all of the buildings located in Subarea 2 shall not exceed 180,000 square feet.
 - b. **Subarea 4 -** The total floor area of all of the buildings located in Subarea 4 shall not exceed 2,000,000 square feet.

- c. **Subarea 5** - The total floor area of all of the buildings located in Subarea 5 shall not exceed 120,000 square feet.
 - d. **Subarea 6** - The total floor area of all of the buildings located in Subarea 6 shall not exceed 1,420,000 square feet.
 - e. **Subarea 7** - The total floor area of all of the buildings located in Subarea 7 shall not exceed 563,000 square feet.
 - f. **Subarea 8** - The total floor area of all of the buildings located in Subarea 8 shall not exceed 500,000 square feet.
 - g. **Subarea 9** - The total floor area of all of the buildings located in Subarea 9 shall not exceed 515,000 square feet.
 - h. **Subarea 10** - The total floor area of all of the buildings located in Subarea 10 shall not exceed 500,000 square feet.
 - i. **Subarea 11** - The total floor area of all of the buildings located in Subarea 11 shall not exceed 45,000 square feet.
 - j. **Subarea 13** - The total floor area of all of the buildings located in Subarea 13 shall not exceed 180,000 square feet.
 - k. **Subarea 14** - The total floor area of all of the buildings located in Subarea 14 shall not exceed 15,000 square feet.
 - l. **Subarea 15** - The total floor area of all of the buildings located in Subarea 15 shall not exceed 193,000 square feet.
3. **Allocation of Base Permitted Floor Area.** The Advisory Agency, by referring to Exhibit II which maps the various Subareas, shall locate each lot to be created and determine the Subarea in which each lot is located. The Advisory Agency shall also require as a condition of the subdivision that the developer obtain from the Director of Planning or the Director's designee an allocation of the total Base Permitted Floor Area for each lot.
4. **Transfer of Unused Permitted Floor Area from Donor Sites In Subareas 2, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14 and 15.** The City Planning Commission, after report and recommendation by the General Manager of the Department of Transportation, may permit any portion of unused Base Permitted Floor Area on a Donor Site to be transferred to any Receiver Site within the Regional Center, provided that the total permitted floor area on the Receiver Site does not thereby exceed 1.75 times the buildable area of the lot of

the Receiver Site. Any such transfer shall be evidenced by a covenant, approved by the Director of Planning, executed and recorded by the transferor and transferee, the obligations and benefits of which run with the land and are binding on subsequent owners or assignees. The covenant shall reduce the floor area on the Donor Site in the amount of the floor area transferred to a Receiver Site. After recordation, a copy bearing the Recorder's number and date shall be furnished to the City Planning Department for its records.

- 5. **Base Permitted Dwelling Units in Subareas 1 and 3.** There shall be 920 Base Permitted Dwelling Units in Subarea 1. There shall be 280 Base Permitted Dwelling Units in Subarea 3. The Base Permitted Dwelling Units in either Subarea 1 or Subarea 3 may be exceeded with transfers pursuant to Paragraph 6 of this Section, so long as (a) a corresponding reduction in Base Permitted Dwelling Units is made to the Donor Subarea; (b) there are no more than 1200 dwelling units located in both Subareas 1 and 3; and (c) no lot shall exceed a density of 40 dwelling units per gross acre.
- 6. **Transfer of Unused Base Permitted Dwelling Units from Donor Subareas.** The City Planning Commission, after report and recommendation by the General Manager of the Department of Transportation, may permit any portion of unused Base Permitted Dwelling Unit density from either Subarea 1 or Subarea 3, acting as a Donor Subarea, to be transferred to either Subarea 1 or Subarea 3, acting as a Receiver Subarea. Any such transfers shall be evidenced by a covenant which runs with the land, binding on any subsequent owners, heirs, successors or assigns. The covenant shall be approved by the Director of Planning, executed and recorded by the transferor and transferee. After recordation, a copy bearing the Recorder's number and date shall be furnished to the City Planning Department for its records. The covenant shall reduce the Base Permitted Dwelling Unit density on the Donor Subarea in the amount of the Base Permitted Dwelling Unit density transferred to a Receiver Subarea.

D. The Regional Center— Building Heights:

- 1. The Director of Planning or the Director's designee shall determine the maximum heights for buildings within the Regional Center based on the goal of minimizing the visual obstruction of mountain and valley views from surrounding residential communities. The Director or the Director's designee shall make a determination after considering the report, if one was prepared, from the Design Review Board. In no event shall building heights exceed the following:

- a. **Subareas 1, 2 and 3** -- No building or structure shall exceed 4 stories in height, exclusive of parking levels. Further, no portion of any building that is located within 100 feet of the south line of Corbin Avenue right-of-way or the east line of Mason Avenue right-of-way shall exceed 30 feet in height above the average elevation of Corbin Avenue or Mason Avenue immediately abutting that building.
- b. **Subarea 4** -- No building shall exceed 10 stories or 150 feet in height.
- c. **Subareas 5, 12, 14, and 15** -- No building shall exceed two stories or 35 feet in height.
- d. **Subarea 6** -- No building shall exceed 10 stories or 150 feet in height, and no more than three buildings may exceed 8 stories or 120 feet in height.
- e. **Subarea 7** -- No building shall exceed 5 stories or 75 feet in height.
- f. **Subarea 8** -- No hotel shall exceed 10 stories or 150 feet in height; no other buildings shall exceed 8 stories or 120 feet in height.
- g. **Subarea 9** -- No building shall exceed 8 stories or 120 feet in height.
- h. **Subarea 10** -- No building shall exceed 6 stories or 90 feet in height.
- i. **Subareas 11 and 13** -- No building shall exceed 3 stories or 45 feet in height.

- 2. **Exception for Sloping Lots** -- Notwithstanding any other provisions of the Los Angeles Municipal Code and the provisions in Paragraph 1 above, where a lot located in Subarea 2, or Subareas 4 through 10, inclusive, of the Regional Center has a finished grade differential of 20 feet or more, measured from the lowest to the highest elevations of the lot, any floor level used exclusively for parking shall not be considered a story for purposes of calculating height when the ceiling of the parking level does not exceed either the highest elevation of the lot or an elevation 20 feet above the lowest elevation of the lot.

E. The Regional Center – Parking Provisions: Except on local streets within Subarea 1, on-street parking shall be prohibited within the Regional Center.

- 1. **Subareas 1 and 3:** Parking areas for residents shall be underground or in garages, except that guest parking spaces may be surface parking

spaces. The top 7-1/2 feet of any underground parking structure may extend above grade so long as a graded berm is provided to screen the parking area.

2. **Subareas 2, and 4 through 15 inclusive:**

- a. For retail-commercial uses, and financially oriented services, there shall be at least three parking spaces for each 1,000 square feet of floor area.
- b. For general office uses, there shall be no more than three parking spaces for each 1,000 square feet of floor area.
- c. For medical and dental buildings, there shall be at least one parking space for each 125 square feet of floor area.
- d. For restaurants, there shall be at least one parking space for each 100 square feet of public service floor area.
- e. For hotels and motels, there shall be at least one parking space for each guest room.
- f. For auditoriums, convention facilities, theaters, religious institutions, general auditorium stadiums, or other similar places of assembly, there shall be at least one parking space for every three seats. When there are no fixed seats, there shall be at least one parking space for each 21 square feet of floor area (exclusive of stage).
- g. For gyms, aerobic dancing, health clubs or other similar uses, there shall be at least one parking space for each 100 square feet of floor area.
- h. For child care and preschool facilities, there shall be at least one parking space for each staff member and one parking space for each eight children.

F. The Regional Center – Signs:

1. **General Provisions.**

- a. **Scope.** These regulations shall apply to all exterior signs.
- b. No building shall have more than two signs. The type and size of signs permitted are listed in Paragraph 3 below.
- c. Double-faced signs shall be considered as one sign.

2. **Prohibited Signs.** The following signs are prohibited, except when otherwise allowed in Paragraph 3:
 - a. Roof signs.
 - b. Portable signs.
 - c. Window signs in Subareas 1 through 6 inclusive, and 8 through 15 inclusive.
 - d. Signs in the public right-of-way.
 - e. Signs on free-standing walls.
 - f. Off-site commercial signs (billboards).
 - g. Inflatable devices used for advertising, including hot air balloons.
3. **Permitted Signs.** The two signs permitted for each building may be any of the types of signs listed in this paragraph, so long as the signs conform to the following standards:
 - a. **Wall Signs.**
 - 1) One wall sign may be permitted for each face of each building or structure that has frontage on a public street and has a public entrance from that street frontage.

Exception: Notwithstanding Section 91.6209 of the Los Angeles Municipal Code to the contrary and the limitations in Paragraph 1 above, within Subarea 7, one wall sign may be permitted for each business frontage within the neighborhood shopping center.
 - 2) **Area.** Notwithstanding Los Angeles Municipal Code Section 91.6209 (a) (1), (2) and (4) to the contrary, the total area of each wall sign shall not exceed two square feet for each one foot of street frontage.
 - 3) **Projections.** Notwithstanding Los Angeles Municipal Code Section 91.6209 (d) (2) to the contrary, no wall sign shall project from the building face more than 12 inches.
 - b. **Pole Signs.**
 - 1) **Permitted.** One pole sign for each lot frontage on a public street may be permitted. For shopping centers, only one pole sign per street frontage, regardless of the number of individual lots in the shopping center, may be permitted.
 - 2) **Height.** Notwithstanding Los Angeles Municipal Code Section 91.6211 (d) (1), (2) or (3) to the contrary, no pole sign shall be more than 20 feet in height.
 - 3) **Area.** Notwithstanding Los Angeles Municipal Code Section 91.6211 (b) (1) or (2) to the contrary, no pole sign shall exceed 75 square feet in area, for each face of the sign.
 - c. **Monument Signs.**
 - 1) **Permitted.** One monument sign may be permitted for each street frontage for each lot in lieu of a pole sign.
 - 2) **Location.** Monument signs shall be located in a landscaped area extending a minimum of 4 feet from the base of each side of the sign.
 - d. **Projecting Signs.**
 - 1) **Permitted.** One projecting sign may be permitted for each public entrance to a building where the entrance fronts on a public street, private walkway, plaza, or alley.
 - 2) **Area.** Notwithstanding Los Angeles Municipal Code Section 91.6208 (b) (1) to the contrary, the area of a projecting sign shall be limited to 16 square feet.
 - e. **Holiday Decorations.** Notwithstanding the limitations in Paragraph 1 above, holiday decorations or signs may be permitted, provided they are not posted more than thirty days preceding the holiday, and are removed within ten days following the holiday.
 - f. **Real Estate Signs.**
 - 1) **Permitted.** Notwithstanding the limitations in Paragraph 1 above, real estate signs may be permitted, provided they are limited to those which pertain to rent, lease, or sale of real property only and are temporary, removed after 60 days.
 - 2) **Area.** Real estate signs shall not exceed six square feet in area.

- 3) **Location.** Real estate signs shall be located on the property to which they pertain.

- g. **Building Identification Signs.** Notwithstanding the limitations in Paragraph 1 above, two building identification signs for each building may be permitted.

G. **The Regional Center – Lighting:** All exterior lamp fixtures shall be shielded to minimize illumination of adjacent properties and to reduce glare. Street lights shall be contemporary or traditional units of a type approved by the Bureau of Street Lighting.

H. **The Regional Center – Landscaping, Setbacks, and Required Walls:** Where feasible, all landscaped areas shall use recycled water when permanent irrigation is required so long as the supply of recycled water is available and adequate. Prior to the issuance of a building permit for any office building in the Regional Center, the applicant shall submit either a letter from the Department of Water and Power certifying that the City does not have the infrastructure in place to deliver recycled water back to the Porter Ranch Specific Plan area or a letter from the Bureau of Sanitation certifying that such recycled water has not been approved as safe for the public health.

No building permit shall be issued for any structure in the Regional Center until landscape plans prepared by the property owner or any person authorized by state law to prepare landscape plans has been approved by the Director of Planning, pursuant to Section 13 of this Specific Plan.

1. **Parking Lots and Parking Structures.**

- a. Except as otherwise prohibited in Los Angeles Municipal Code Section 62.200, the following requirements shall apply. All surface parking adjoining a street shall be screened by a solid wall approximately three feet in height. In addition, the wall shall be separated from any adjacent public right-of-way by a minimum continuous width of five feet of landscaped area. However, where the minimum continuous width of the landscaped area is at least 15 feet, no wall shall be required.
- b. All surface parking adjoining residential development shall be screened by a solid decorative wall having a minimum height of six feet. In addition, the wall shall be separated from any parking area by a minimum continuous width of five feet of landscaped area.
- c. At least ten percent of the total area of every open parking lot shall be landscaped.

At least one-half of the landscaped area shall be planted with non-deciduous, shade producing trees at a minimum rate of one tree for every ten parking spaces. These trees shall be no less than 10 feet in height when planted and shall be as evenly distributed as possible throughout the parking lot. The trees chosen shall be ones, that when mature, are anticipated to shade at least fifty percent of all surface parking areas.

- d. Parking buildings, or that portion of a building which is used for parking, shall be designed to substantially screen automobiles contained therein from public view. The facade of any parking building shall be designed so that it is similar in color, material and architectural detail with the building for which it serves as parking. All parking buildings shall be separated from any adjacent public right-of-way or approved private street by a landscaped area with a minimum continuous width of ten feet. This landscaped area shall be planted with a minimum of one fifteen gallon tree (of a species that reaches at least forty feet in height when mature) every twenty feet for the purpose of screening the structure.

- e. Trees, shrubs, flowers, or vines shall be planted on the roofs, facades, and setbacks of parking buildings to the satisfaction of the Department of City Planning in order to screen the parking structure from street view.

2. **Setbacks.** All buildings, structures, and parking areas within the Regional Center area shall observe a minimum setback as set forth below. At least 50% of the setback area shall be landscaped.

- a. Corbin Avenue between Rinaldi Street and Mason Avenue: 25 feet.
- b. The east side of Mason Avenue between Corbin Avenue and the 118 Freeway: 25 feet.
- c. The north side of Rinaldi Street between Corbin Avenue and Mason Avenue: 50 feet.
- d. The south side of Rinaldi Street between Corbin Avenue and the 118 Freeway in Subareas 11, 12, and 13: 25 feet.
- e. The south side of Rinaldi Street in Subareas 14 and 15: 10 feet.

- f. All commercial development on other public or private streets: 10 feet.

3. **Street Trees and Street Planting.**

- a. Street trees shall be spaced not more than 40 feet on center and of at least 15 gallon size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees, the applicant shall consider such factors as the appearance, shade producing quality, smog tolerance, irrigation requirements, and reaction to high winds.
- b. Clusters of specimen trees for architectural treatment shall be provided at key entries, intersections, or activity centers as shown on Exhibit III to identify these as special places in the area.
- c. Planter boxes and other landscaping shall be installed along sidewalks and in plazas only where there is sufficient width for the safe passage of pedestrians. Planter boxes shall be well-designed and utilize common materials and colors. The applicant shall consider use of sand blasted or textured concrete with tile or color accents.

- 4. **Landscaped Medians.** Landscaped medians as required in Section 8 H 2 shall incorporate ground cover and trees which shall be differentiated by species, height, and/or type from those used along the sidewalks.

- 5. **Buffering.** Any commercial buildings abutting a lot in a residential zone, or a lot which is improved with a residential use shall provide a minimum 15 foot landscaped buffer.

- 6. **Walls Along Scenic Routes.** All walls along Rinaldi Street, Mason Avenue, and Winnetka Avenue shall be separated from the right-of-way by a landscaped setback a minimum of ten feet in width, with the exception of the Winnetka Avenue underpass under the Town Center in Subarea 5.

- I. **Special Loading and Unloading Regulations in the Regional Center:** Within the Regional Center, loading areas for heavy duty trucks (any commercial vehicle exceeding a maximum gross weight of 6,000 pounds) shall be located underground, or in an enclosed area, or in an area screened from view and buffered to protect the surrounding area from the noise. If such loading or unloading areas cannot feasibly be provided, the owner may submit to the Director of Planning plans which propose other means to ensure that the tranquility of residential neighborhoods during the evening and early morning is not disturbed by

truck loading and unloading activities and that such activities do not occur within the street rights-of-way. The Director of Planning shall determine whether the required loading and unloading areas are feasible and if not, whether the proposed plans accomplish the purpose of this section.

Section 7. **THE SINGLE-FAMILY AREA REGULATIONS.**

These regulations incorporate a cluster development design by reducing normal lot size to the approximate pad size and placing the remaining large area in common open space to be owned and maintained by a mandatory property owners' association.

- A. **The Single-Family Area – Uses, Areas, and Yards:** Except as provided below, all lots shall conform to the RE Zone regulations. No building or structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained within the Single-Family Area except for the following uses and subject to the following area and yard requirements.

1. **Permitted Uses:**

- a. One-family dwellings;
- b. Parks, playgrounds, gatehouses, and community recreation facilities, including tennis courts and swimming pools, owned and operated by a governmental agency or by a property owners' association established by Tract Covenants, Conditions, and Restrictions with authority to assess benefiting property owners for all costs relating to the establishment, construction, operation and maintenance of such parks, playgrounds, gatehouses, and community recreation facilities, including tennis courts and swimming pools;
- c. Collection of certain recyclable material as provided in Section 12.05 A 15 of the Los Angeles Municipal Code;
- d. The keeping of equines in Subareas A, B and H-1 in conjunction with the residential use of the lot subject to the following limitations:
 - 1) The keeping of equines is not for commercial purposes.
 - 2) The keeping of equines on a lot located in Subarea A, only if the lot is at least 20,000 square feet in area, abuts an equestrian trail, has direct physical access from the lot to the public equestrian trail and is in compliance with the standards as set forth in Subparagraph (3) below.

- 3) Equine enclosures and stables shall comply with the requirements of a "K" Equinekeeping District as set forth in Paragraphs 1 through 5, inclusive, of Subsection C of Section 13.05 of the Los Angeles Municipal Code.
 - e. Accessory buildings, including private garages and recreation rooms. Sections 12.21 C and 12.22 C of the Los Angeles Municipal Code shall apply to the location of accessory buildings;
 - f. Conditional Uses approved pursuant to Section 12.24 of the Los Angeles Municipal Code;
 - g. Model dwellings subject to the limitations of Section 12.22 A of the Los Angeles Municipal Code.
2. **Lot Width and Area:** Notwithstanding the more restrictive provisions of Los Angeles Municipal Code Section 12.07.01 to the contrary, lots located within the Single-Family Area shall conform to the following lot width and area requirements, unless otherwise permitted by the Advisory Agency pursuant to Los Angeles Municipal Code Section 17.05 H and Section 8 F 2 (b) of this Specific Plan:
 - a. **Subarea A:** Every lot in Subarea A shall have a minimum width of 70 feet and a minimum lot area of 8,400 square feet. In addition, however, a minimum of 40 of the lots in Subarea A shall be horsekeeping lots. To qualify as a horsekeeping lot, each lot shall have a minimum width of 80 feet and a minimum lot area of 20,000 square feet, a minimum of 9,000 square feet of which shall be a level building pad. Additionally, a minimum of 2,000 square feet of area with a slope no greater than 2 percent shall be provided for horsekeeping purposes.
 - b. **Subarea B:** Every lot in Subarea B shall have a minimum width of 80 feet and a minimum lot area of 20,000 square feet, a minimum of 9,000 square feet of which shall be a level building pad. Additionally, a minimum 2,000 square feet of area with a slope no greater than 2 percent shall be provided for horsekeeping purposes.
 - c. **Subareas C, E and F:** Every lot in Subareas C, E and F shall have a minimum width of 65 feet and a minimum lot area of 7,150 square feet.
 - d. **Subarea D:** Every lot in Subarea D shall have a minimum width of 60 feet and a minimum lot area of 6,000 square feet.
 - e. **Subareas G-1 and G-2:** Every lot in Subareas G-1 and G-2 shall have a minimum width of 40 feet and a minimum lot area of 4,000 square feet.
 - f. **Subarea H-1 and H-2:** Every lot in Subarea H-1 shall have a minimum width of 80 feet and a minimum lot area of 20,000 square feet. Every lot in Subarea H-2 shall have a minimum width of 70 feet in width and a minimum lot area of 11,000.
 - g. After notice and hearing, the City shall determine whether a "K" Equinekeeping District shall be established for the 40 horsekeeping lots in Subarea A and all of the lots in Subareas B and H-1.
 3. **Yard Requirements:** Notwithstanding the more restrictive provisions of Los Angeles Municipal Code Section 12.07.01 to the contrary, lots located within the Single-Family Area shall have the following yards:
 - a. **Front Yards** -- The front yard of each lot shall average a minimum depth of 20 feet but in no event be less than 15 feet in depth.
 - b. **Side Yards** -- There shall be a side yard on each side of a main building of not less than 5 feet. Provided, however, that where a building erected on the lot is three or more stories in height, one foot shall be added to each side yard.
 - c. **Rear Yards** -- There shall be a rear yard of not less than 15 feet in depth.
 - d. Notwithstanding the provisions of Subparagraphs (a), (b), and (c) above, the yard requirements of Los Angeles Municipal Code Section 12.07 C shall apply to all lots located in Subareas B and H-1 and to those 40 horsekeeping lots located in Subarea A.
- B. **The Single-Family Area – Density:** Property located within the Single-Family Area shall be developed to conform with the following density regulations:
 1. **Base Permitted Dwelling Units:** A maximum of one single-family dwelling unit shall be permitted per lot. The density of the Single-Family Area shall be distributed as follows:
 - a. **Subarea A** -- The density in Subarea A shall not exceed a total number of 220 dwelling units;

- b. **Subarea B** -- The density in Subarea B shall not exceed a total number of 80 dwelling units;
- c. **Subarea C** -- The density in Subarea C shall not exceed a total number of 210 dwelling units;
- d. **Subarea D** -- The density in Subarea D shall not exceed a total number of 230 dwelling units;
- e. **Subarea E** -- The density in Subarea E shall not exceed a total number of 515 dwelling units;
- f. **Subarea F** -- The density in Subarea F shall not exceed a total number of 125 dwelling units;
- g. **Subarea G-1** -- The density in Subarea G-1 shall not exceed a total number of 255 dwelling units;
- h. **Subarea G-2** -- The density in Subarea G-2 shall not exceed a total number of 470 dwelling units;
- i. **Subarea H** -- The density in Subarea H shall not exceed a total number of 90 dwelling units.

2. Subareas in the Single-Family Area may not exceed the Base Permitted Dwelling Unit density as indicated above, without any transfers of density between Subareas. Subareas may exceed the Base Permitted Dwelling Unit density with density transfers from Donor Subareas to Receiver Subareas, provided that the total units in the Single-Family area do not exceed 2,195 units and the number in any one Subarea does not exceed 110% of the Base Permitted Dwelling Unit density in Subparagraph 1 above.

3. **Transfer of Unused Base Permitted Unit Density from Donor Subareas:** The City Planning Commission, after report and recommendation by the General Manager of the Department of Transportation, may permit any portion of unused Base Permitted Dwelling Unit density on a Donor Subarea within the Single-Family area to be transferred to any Receiver Subarea within the Single-Family area. Any such transfers shall be evidenced by a covenant which runs with the land, binding on any subsequent owners, heirs, successors or assigns. The covenant shall be approved by the Director of Planning, and shall be executed and recorded by the transferor and transferee. After recordation, a copy bearing the Recorder's number and date shall be furnished to the City Planning Department for its records. The covenant shall reduce the Permitted Dwelling Unit

density in the Donor Subarea in the amount of the Base Permitted Dwelling Unit density transferred to a Receiver Subarea.

- C. **Lot Coverage:** A main building may not cover more than 45 percent of the lot; however, on a lot of less than 5,000 square feet of lot area, a one-story dwelling may occupy up to a maximum of 50 percent of the lot.
- D. **The Single-Family Area – Parking:** For each single-family dwelling there shall be a minimum of two automobile parking spaces located within a private garage as required in Section 12.21 A of the Los Angeles Municipal Code. In Subareas G-1 and G-2, garages shall be set back a minimum of 20 feet from the street. One additional guest parking space per dwelling unit shall be provided either on-street or off-street at a location satisfactory to the Advisory Agency in approving a tract map. To the extent feasible, if these guest parking spaces within Subareas G-1 and G-2 are on-street, then they may be located in parking bays, preferably at the end of cul-de-sacs.
- E. **Street Trees:** Street trees shall be spaced not more than 40 feet on center and of at least 15 gallon size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees, the applicant shall consider such factors as the appearance, shade producing quality, smog tolerance, irrigation requirements, and reaction to high winds.

Section 8. **ADVISORY AGENCY APPROVALS.**

- A. **Purpose:** The purpose of this section is to assure orderly development and to provide street capacity and other public facilities adequate for the intensity and design of development by establishing general procedures for development within the Specific Plan area.
- B. **General Procedure:** Development of the property in the Specific Plan area may be accomplished in accordance with the usual subdivision procedures as set forth in Chapter 1, Article 7 of the Los Angeles Municipal Code; however, no subdivision shall be approved unless each lot thereby created is located wholly within a Subarea. An environmental review pursuant to the California Environmental Quality Act (CEQA) is necessary for subdivision approval. As a part of the CEQA review of any application, the Department of Transportation may recommend that a traffic study, consisting of an update of the study included in the Environmental Impact Report prepared for this Specific Plan, be prepared. In any event, development pursuant to an approved tentative tract map or final map or private street approval shall include simultaneous construction by the applicant of that portion of the streets shown in the General Plan and on the map in Exhibit III which are contiguous to the property being developed. Construction of the improvements identified in Sections 8, 9 and 10 of this Specific Plan attributable to the

subdivision and construction of other public facilities may be required in connection with the subdivision approval. These required improvements shall be completed to the satisfaction of the City, or unless otherwise indicated below, shall be suitably guaranteed prior to the recordation of a final tract map or parcel map or a private street approval and prior to the issuance of certificates of occupancy.

C. General Single-Family Subdivision Layout and Grading:

In approving any tract or parcel map, the Advisory Agency shall find that the design of the subdivision will achieve the following goals:

1. The reduction of potential adverse effects of grading in hillside areas (a) to control erosion, (b) to reduce potential visual impacts and (c) to recreate a natural looking terrain. Utilization of a variety of techniques to achieve these goals may include landform grading, landform planting, split level architectural design, concentration of development on relatively flat land, use of flexible hillside street standards (split one-way single-loaded streets, meandering sidewalks), minimizing development on land with slopes of 50% or greater, minimizing cut and fill in excess of 30 feet in vertical height, contour grading of all manufactured slopes, minimum 50 foot setbacks of pads from ridgelines, limitation of height of homes on or near ridgelines, use of berms and landscaping to soften visual impact of homes and graded areas, minimum 50 foot setbacks from existing natural drainage courses, and creation of a canyon configuration wherever possible in order to add visual variety to the project, substantially as shown on Exhibit III.
2. Grading so as to ensure that no building or structure in Subarea E of the Single-Family area exceeds the height of the major ridgeline located in the community park by limiting the building pad elevations to 45 feet below the maximum height of the ridge.

The applicant shall indicate in any subdivision application what actions will be taken to achieve these two goals.

D. Pedestrian Movement: In approving any tract or parcel map, the Advisory Agency shall find that, to the extent feasible, there will be a separation of vehicular and pedestrian traffic within the Regional Center area, and that pedestrian bridges will be constructed to connect the several Subareas, substantially as shown on Exhibit III.

E. Automated Traffic Surveillance and Control System: In approving any tract or parcel map, the Advisory Agency shall find that the applicant has made or assured payment, based on a proportionate share of development in the Regional Center, into a fund

created for the establishment and operation of a computer hub for an Automated Traffic Surveillance and Control (ATSAC) System and connections to key intersections. The ATSAC computer hub shall be established by the Department of Transportation as set forth in Section 10 E of this Specific Plan.

F. Public Facilities:

1. **Utilities:** In approving any subdivision of property, the Advisory Agency shall find that all utilities installed by the applicant within the Specific Plan area will be placed underground, where physically feasible.

2. **Parks and Open Space:**

- a. **Private Recreation Areas:** In approving any subdivision of property in Subareas G-1 or G-2, the Advisory Agency shall find that the applicant will set aside in each of Subareas G-1 and G-2 at least one common recreation area to be developed with facilities such as swimming pools or tennis courts for use by the residents of those Subareas.

- b. **Private Open Space:** In accordance with the provisions of Section 17.05 H of the Los Angeles Municipal Code and Section 7 A of this Specific Plan, if the Advisory Agency finds that: (1) at least 20% of the combined net area in Subareas A, C, D, E and F of the Single-Family Area is devoted to open space, including slope areas within portions of residential tracts which are maintained by a property owners' association; (2) the density for Subareas A, C, D, E and F combined does not exceed 3 units per gross acre; and (3) no lot is less than 6,000 square feet in area, then the Advisory Agency may approve lot sizes which are less than the RE11 Zone would otherwise require. The remaining open space, not required for streets or other public improvements, shall be an open space lot or lots maintained by the property owners' association, in accordance with Paragraph (d) below. This open space may be utilized for active and passive recreation as well as for drainageways.

- c. **Public Open Space and Park Area:** In approving any subdivision of property in Subareas A or B, the Advisory Agency shall find that the applicant will set aside as recreation area the area identified as public open space in Exhibit IV attached to the file. The applicant shall make an irrevocable offer for dedication to the City of Los Angeles of this property. Except for the equestrian and hiking trails, this area,

combined with park lands along the northern and western boundaries of the Specific Plan area already owned by the City, shall remain in a substantially natural state and serve as a wildlife corridor. The dedication of property as public open space as required pursuant to this paragraph and Section 10 G of this Specific Plan may be used as a set-off against the requirements of Section 17.12 of the Los Angeles Municipal Code for dedication of real property for park and recreational purposes, or for payment of a fee in lieu thereof, in connection with the construction or development of any and all dwelling units within the Specific Plan Area.

- d. **Ownership of Open Space:** All open space areas, with the exception of those lands owned by the City of Los Angeles, Department of Recreation and Parks, will be maintained by a property owners' association(s) or homeowners' association(s) which shall have ownership or a maintenance easement.
- e. **Buffering:** In approving any residential subdivision which will adjoin park land, the Advisory Agency shall find that the applicant will provide appropriate landscaping, including shrubs and trees on the residential property abutting the park land to provide a buffer between the park land and the residential areas.

G. Regional Center Special Requirements:

- 1. **Low and/or Moderate Income Housing.** In approving any subdivision in Subareas 1 or 3 which includes residential uses, the Advisory Agency shall find that at least 600 dwelling units within Subareas 1 and 3 of the Regional Center area shall be made available to persons and families of low and/or moderate income. Provision of housing under the requirements of Paragraphs 2 or 3 below may satisfy the requirements for low and/or moderate income housing in this paragraph. Any low and/or moderate income housing for which guarantees have been made to maintain affordable rent levels or sale prices consistent with the regulations promulgated by the State Department of Housing and Community Development for low and moderate income households may, if eligible, be used as a credit toward any housing linkage fees or exactions the developer would otherwise have to pay under City ordinances which may be enacted prior to the construction and occupancy of these dwelling units.
- 2. **Housing for Senior Citizens and Disabled Persons.** In addition to the requirements of

Paragraph 1 above, in approving any subdivision which includes residential uses in Subareas 1 or 3, the Advisory Agency shall find that of the 600 dwelling units set aside for low and/or moderate income persons, the applicant has assured that a minimum of 200 of these dwelling units in Subarea 1 shall be set aside for persons over 60 years of age and for disabled persons. Prior to the issuance of building permits for residential units in these Subareas, the applicant shall prepare a plan to accomplish this purpose. This plan shall be submitted to and reviewed by the Department of Community Development and the Director of Planning. The Department and the Director shall thereafter submit their recommendations in the form of a joint report to the City Planning Commission for its review and approval. The applicant shall record a covenant which restricts the rental or sale of these units to persons over 60 years of age and to disabled persons and guarantees the implementation of the plan approved by the City Planning Commission. The covenant shall state that it runs with the land and is binding on any subsequent owners, heirs, successors or assigns. The covenant shall be approved by the Director of Planning, executed and recorded by the owners of the property to be developed. After recordation, a copy bearing the Recorder's number and date shall be furnished to the City Planning Department for its records.

- 3. **Employee Housing.** In addition to the requirements in Paragraphs 1 and 2 above, in approving any subdivision which includes residential uses in Subareas 1 or 3, the Advisory Agency shall find that of the 600 dwelling units set aside for low and/or moderate income persons, the applicant has assured that a minimum of 400 of these dwelling units in Subareas 1 and 3 in the Regional Center shall be constructed for rental or sale in perpetuity to low and/or moderate income employees of businesses in the Regional Center.

Prior to the issuance of building permits for residential units in Subareas 1 and 3, the applicant shall prepare and submit a plan as indicated below, to provide for the right-of-first-refusal to occupy the 400 dwelling units in Subareas 1 and 3 by employees of businesses in the Regional Center area. This plan shall be prepared by the applicant and submitted to and reviewed by the Department of Community Development and the Director of Planning. The Department and the Director shall thereafter submit their recommendations in the form of a joint report to the City Planning Commission for its review and approval.

Prior to the filing of a final tract or parcel map, or obtaining a building permit, the applicant shall

record a covenant which runs with the land, binding on any subsequent owners, heirs, successors or assigns, restricting the rental or sale of these units by providing a right-of-first-refusal to the low and/or moderate income employees of businesses in the Regional Center pursuant to a plan approved by the City Planning Commission. The covenant shall be approved by the Director of Planning, executed and recorded by the owners of the property to be developed. After recordation, a copy bearing the Recorder's number and date shall be furnished to the City Planning Department for its records.

H. **Additional Improvements:** In approving a subdivision, the Advisory Agency shall find that the applicant has suitably guaranteed completion of the following improvements in connection with the map:

1. **Sidewalks:**

- a. **Single-Family Area:** The applicant shall design and construct sidewalks along highways within the Single-Family area where required by the City Engineer. These sidewalks shall be designed to follow a winding path along major and secondary highways creating an aesthetically pleasing environment by varying the depths of landscaping from the building line. For those sidewalks lying outside of the street easement, the applicant shall dedicate a permanent easement for sidewalks to the City of Los Angeles at the time of subdivision.
- b. **Regional Center:** The applicant shall pave sidewalks within the Regional Center to create a distinctive visual character. Subject to the approval of the Director of Planning and the City Engineer, the applicant shall be required to design the sidewalks to incorporate the use of texture, pattern, and if appropriate, color. Aggregate, sandblasted or scored concrete and brick pavers are examples of materials which may be used.

The applicant shall use various designs and patterns on sidewalks to emphasize key locations (e.g., transit stops and approaches to street crossings). The applicant shall use materials that are slip resistant but do not make use difficult for those who are visually impaired or who use wheelchairs. At intersections, the applicant shall pave crosswalks to provide pedestrian continuity linking the sidewalks. The applicant shall continue the use of the selected sidewalk materials and design in the crosswalks, subject to the approval of

the City Engineer and the Department of Transportation.

2. **Medians:** The applicant shall develop landscaped medians in the Regional Center on all the major and secondary highways (Mason Avenue, Corbin Avenue, Winnetka Avenue and Rinaldi Street). The appropriate locations for these medians shall be determined at the time of subdivision by the Advisory Agency on the advice of the Department of Transportation.
3. **Bike Lanes and Bicycle Storage:**

- a. **Bike Lane Locations:** Parking shall be prohibited and the applicant shall provide bike lanes along both sides of the following highways:

- 1) Sesnon Boulevard from Winnetka Avenue to its westerly terminus within the Specific Plan Area.
- 2) Mason Avenue from the northern boundary of the Specific Plan to the southerly boundary of the Specific Plan area.
- 3) Winnetka Avenue from Corbin Avenue to Sesnon Boulevard.
- 4) Corbin Avenue from Rinaldi Street to the westerly boundary of the Specific Plan Area.

- b. **Bike Lane Improvements:** The applicant shall provide bike lanes which consist of five foot wide lanes in the streets immediately adjacent to the curb.

- c. **Bicycle Storage:** The applicant shall provide bicycle stands adjacent to buildings or other points of interest or activity out of the main pedestrian travel routes, but in an area still visible. Bicycle stands shall be constructed of sturdy materials and shall be firmly anchored to the ground. The stands shall be adequately equipped so that bicycles may be attached to the stands by chains or cables.

4. **Equestrian and Hiking Trails:**

- a. **Location:** The applicant shall provide equestrian and hiking trails generally as shown on the Chatsworth-Porter Ranch Community Plan.
- b. **Widths:** The applicant shall provide equestrian trails with a minimum width of 12 feet. The applicant shall provide a minimum 15 foot buffer between the

equestrian and hiking trail systems identified in the Chatsworth-Porter Ranch Community Plan and any adjacent houses or fences of residential development.

- c. **Improvements:** The applicant shall provide a grade separation where equestrian and hiking trails cross a major or secondary highway (including but not limited to Mason Avenue, Corbin Avenue, Winnetka Avenue and Rinaldi Street) other than at a signalized intersection of two streets or roads. Wherever the trails cross any street at grade, the applicant shall, with the approval of the Department of Transportation, provide traffic signals with walk buttons at both the rider and pedestrian heights. Wherever the trails cross any street at grade, the applicant shall provide pavement surface treatment for safe footing for shod horses in wet conditions.

- i. **Junior High School Site:** In connection with any subdivision proceeding in the Specific Plan area, the Los Angeles Unified School District may reserve a 15-acre site for construction of a junior high school.
- j. **Compost Program:** In approving a subdivision, the Advisory Agency shall find that the applicant has suitably guaranteed development of a program to collect and process yard waste and other suitable organic waste from landscaped areas within the Specific Plan area. The program shall require that compost generated by the program shall be first utilized for landscaping and planting purposes within the Specific Plan area. The Advisory Agency may require that one or more sites be set aside for the composting, processing, and storing of such materials. The total area(s) to be set aside for such purposes shall not be required to exceed three acres total within the Specific Plan area.

Section 9. SPECIAL REQUIREMENTS FOR BUILDING PERMITS AND CERTIFICATES OF OCCUPANCY.

- A. **Purpose:** The purpose of this section is to assure orderly development and to provide street capacity and other public facilities adequate for the intensity and design of development by establishing requirements for study of needed improvements and their costs, impacts of proposed projects on traffic and other infrastructure elements and the allocation of improvements or portions of improvements for which each development will be responsible.
- B. **Subdivision Requirement:** No building permit shall be issued for any Project within a Subarea in the Regional Center until all of the land within that Subarea has been subdivided in a way which provides for the dedication of the entire public street system within the

Subarea and other public infrastructure within the Subarea.

- C. **Monitoring of Traffic Conditions Relative to Development Levels:** As set forth in Section 6 C 2 of this Specific Plan, in no event shall the total commercial floor area in Subareas 2, 4 and 6 through 14 of the Regional Center ever exceed 6,000,000 square feet.

- 1. After building permits have been issued for commercial development exceeding 1,500,000 square feet, no building permits for commercial development in Subarea 2 or Subareas 4 through 15, inclusive, of the Regional Center shall be issued until the State has fully funded a fourth lane in each direction on the 118 Freeway between Balboa Boulevard and Topanga Canyon Boulevard.
- 2. If completion of the fourth lane of the 118 Freeway between Balboa Boulevard and Topanga Canyon Boulevard has been fully funded in the State Transportation Improvement Fund, then the City may issue building permits for commercial development in Subareas 2 and 4 through 15 beyond the 1,500,000 square feet of commercial floor area limitation, but only if a Project Permit has been issued. This requirement is to assure that the traffic impacts of such development are adequately mitigated.
- 3. After building permits have been issued for development in Subareas 2 and 4 through 15 beyond any of the following floor area and hotel room limitations, no building permits shall be issued for any commercial buildings over 40,000 square feet in floor area within Subarea 2 and Subareas 4 through 15, inclusive, or for residential development of over 100 dwelling units in Subareas 1 and 3 unless a Project Permit has been issued:

- a. 3,760,000 square feet of office floor area, including government offices, but not including medical offices;
- b. 80,000 square feet of medical office floor area;
- c. 850 hotel rooms; and
- d. 1,828,000 square feet of other commercial floor area.

- D. **TDM/TSM Measures:** Prior to the issuance of a certificate of occupancy for any building in the Regional Center, the applicant shall submit a TDM program for approval by the Department of Transportation. Once approved by the Department of Transportation, the applicant shall commit to implementing the approved TDM program in a manner

satisfactory to the City. This program shall be sufficient to reduce peak-hour the trip generation rates for the Project listed in Table 50 of the Environmental Impact Report prepared in connection with this Specific Plan, by the following percentages:

USE	AM PEAK HOUR		PM PEAK HOUR	
	IN	OUT	IN	OUT
Office	15%	5%	5%	15%
Retail	10%	3%	1%	3%
Hotel	10%	3%	3%	10%
Medical	10%	3%	1%	5%
Office				
Residential	0%	0%	0%	0%

Further, the TDM program shall include, in addition to other transportation measures, consideration of a plan for a privately funded transportation system within the Specific Plan area to carry passengers from surrounding residential areas to and from the Regional Center. Prior to the issuance of any building permit for construction in Subareas 4, 5 or 6, a plan for and design of a private transportation system within the Specific Plan area together with a plan and schedule for implementation of this system shall be submitted to and approved by the City Planning Commission, after report and recommendation by the Director of Planning and the General Manager of the Department of Transportation.

- E. **Transportation Management Organization and Shared Ride Transportation System:** The applicant shall assure that a Transportation Management Organization (TMO) is established for the Regional Center area. The TMO will develop and implement ridesharing and transportation demand management (TDM) related activities to provide commuter access to and circulation within the Regional Center. The TMO shall include mandatory membership for all owners of commercial property within the Specific Plan area.

The applicant shall assure that the TMO is in operation six months prior to the occupancy of any commercial building in the Specific Plan area with initial funding provided by the applicant. The TMO will assist employers within the Specific Plan area in complying with the requirements of Regulation XV of the South Coast Air Quality Management District. The TMO shall be modeled on other successful TMOs and shall include a funding mechanism and an annual monitoring program. All of the major elements of the TMO shall be included in recorded covenants, conditions and restrictions for all lots within the Regional Center.

The TMO shall be organized with the following goals for the management of commuter transportation demand:

1. Reduction of traffic congestion on nearby streets and freeways;

2. Reduction of air pollution generated by commuter vehicles; and
3. Improvement of mobility for employees and residents of the Specific Plan area. The TMO shall promote innovative and effective ridesharing related programs. Ridesharing programs implemented by the TMO shall have as an objective the achievement of an Average Vehicle Ridership (AVR) of 1.5. The TMO shall design and operate an internal shuttle system to provide dependable, reliable service to the Specific Plan's employees, residents and visitors for a minimum 15-year period.

- F. **Pedestrian Movement System:** No building permit for construction of any buildings within Subareas 4, 5 or 6 shall be issued until a Project Permit, pursuant to Section 12 of this Specific Plan, has been granted approving a plan and design of a system for the movement of people within these Subareas, together with a plan and schedule for implementation of this system, which shall be submitted to and approved by the City Planning Commission after report and recommendation thereon by the Director of Planning and General Manager of the Department of Transportation. Once the City Planning Commission approves these plans and schedules, all buildings constructed in these Subareas shall be designed to be compatible with the approved pedestrian movement system.

Section 10. **DEVELOPMENTS AND IMPROVEMENTS TO BE ASSURED BY DEVELOPMENT AGREEMENT(S).** In order to suitably guarantee completion of infrastructure improvements, the City and the applicant may enter into one or more development agreements, as indicated in Section 5 of this Specific Plan. Absent these development agreements, Projects shall require Project Permits. The following is a list of improvements all of which must be included in development agreements between the City and the applicant, unless otherwise provided or assured by others.

- A. **New Streets:** The applicant shall develop the street system within the Specific Plan area and also develop the street system outside of the Specific Plan Area substantially in conformance with the General Plan and Exhibit III, including the improvements listed as required mitigation measures on pages 119 through 127 in the Porter Ranch Supplemental Environmental Impact Report as amended by the Final Supplemental Environmental Impact Report.
- B. **Aliso Canyon Bridge:** The construction of the Sesnon Boulevard bridge spanning Aliso Canyon and completion of the missing access pavement on Sesnon Boulevard between the bridge and approximately 400 feet west of Louise Avenue in conformance with the General Plan is necessary for proper traffic circulation and safety. The City Council shall determine in connection with a Development Agreement or other appropriate proceeding, what amount of money the

applicant shall pay to help the City fund the construction of and dedication of these improvements.

C. **Improvements At or Near the Intersections of the 118 Freeway with the Following Streets:** The applicant shall dedicate and construct or suitably guarantee the improvements listed as required mitigation measures on pages 119 through 127 in the Porter Ranch Supplemental Environmental Impact Report as amended by the Final Supplemental Environmental Impact Report.

D. **Off-Site Surface Street Improvements:** The applicant shall construct or suitably guarantee the improvements listed as required mitigation measures on pages 119 through 127 in the Porter Ranch Supplemental Environmental Impact Report as amended by the Final Supplemental Environmental Impact Report.

E. **Automated Traffic Surveillance and Control System:** The applicant shall make or assure payment into a fund created for the establishment and operation of a computer hub for an Automated Traffic Surveillance and Control (ATSAC) System and connections to key intersections. The ATSAC computer hub shall be established and operated by the Department of Transportation. To establish the system, the Department may prepare or require the applicant to prepare a traffic report which indicates which intersections shall be included in the computer hub for the ATSAC System and connections to key intersections. The General Manager of the Department of Transportation shall calculate the amount of contribution each applicant shall be required to pay based on the impact the subdivision will have on the traffic system as indicated in the traffic study. The traffic study shall include intersections within and outside the Specific Plan area. The following intersections shall be included in the system:

1. 118 Freeway ramps and Topanga Canyon Boulevard.
2. 118 Freeway ramps and De Soto Avenue.
3. 118 Freeway ramps and Winnetka Avenue.
4. 118 Freeway ramps and Tampa Avenue.
5. 118 Freeway ramps and Reseda Boulevard.
6. Corbin Avenue and Mason Avenue.
7. Corbin Avenue and Winnetka Avenue.
8. Rinaldi Street and De Soto Avenue.
9. Rinaldi Street and Mason Avenue.
10. Rinaldi Street and Corbin Avenue.
11. Rinaldi Street and Tampa Avenue.

12. Rinaldi Street and Wilbur Avenue.
13. Rinaldi Street and Reseda Boulevard.
14. San Fernando Mission Road and Reseda Boulevard.
15. Chatsworth Street and Topanga Canyon Boulevard.
16. Chatsworth Street and Canoga Avenue.
17. Chatsworth Street and De Soto Avenue.
18. Chatsworth Street and Mason Avenue.
19. Chatsworth Street and Tampa Avenue.
20. Chatsworth Street and Wilbur Avenue.
21. Chatsworth Street and Reseda Boulevard.
22. Chatsworth Street and Topanga Canyon Boulevard.
23. Devonshire Street and Canoga Avenue.
24. Devonshire Street and De Soto Avenue.
25. Devonshire Street and Mason Avenue.
26. Devonshire Street and Winnetka Avenue.
27. Devonshire Street and Corbin Avenue.
28. Devonshire Street and Tunney Avenue.
29. Devonshire Street and Tampa Avenue.
30. Devonshire Street and Wilbur Avenue.
31. Devonshire Street and Reseda Boulevard.
32. Sesnon Boulevard and Balboa Boulevard.
33. Sesnon Boulevard and Winnetka Avenue.
34. Sesnon Boulevard and Mason Avenue.
35. Lassen Street and Topanga Canyon Boulevard.
36. Lassen Street and Canoga Avenue.
37. Lassen Street and De Soto Avenue.
38. Lassen Street and Mason Avenue.
39. Lassen Street and Winnetka Avenue.
40. Lassen Street and Corbin Avenue.

41. Marilla Street and Topanga Canyon Boulevard.
42. Plummer Street and Topanga Canyon Boulevard.
43. Plummer Street and De Soto Avenue.
44. Plummer Street and Mason Avenue.
45. Plummer Street and Canoga Avenue.
46. Nordhoff Street and De Soto Avenue.
47. Parthenia Street and De Soto Avenue.

F. **Circulation:** The applicant shall design and construct the circulation system within the Specific Plan area substantially consistent with the Highways and Collector Street system shown on the Chatsworth-Porter Ranch Community Plan, including the improvements listed below.

1. **Major and Secondary Highways:** Design, dedicate and improve the major and secondary highways within the Specific Plan area in accordance with the current design standards adopted by the Planning Commission as provided for in Section 17.05 of the Los Angeles Municipal Code, except as follows and as shown on Exhibit IV:
 - a. Winnetka Avenue from the 118 Freeway north to Corbin Avenue shall have a minimum dedicated width of 120 feet and a minimum roadway width of 100 feet.
 - b. Mason Avenue from the 118 Freeway north to Sesnon Boulevard shall have a minimum dedicated width of 100 feet and a minimum roadway width of 80 feet.
2. **Other Roadways:**
 - a. Develop the vehicular circulation system within the Single-Family area in accordance with the following guidelines:
 - 1) Roadway design shall have alignments which preserve the natural topography or significant natural features, whenever feasible.
 - 2) Roadways in sloping areas should blend with the natural topography, whenever feasible. Manufactured slopes shall be landscaped.
 - b. Design the street system within the Single-Family Area to keep the majority of the traffic on major and secondary highways and collector streets, rather than on the local streets. Design and improve all roadways to the following standards:

- 1) **Hillside Collector Streets:** A 54-foot right-of-way shall be provided with a 44 foot roadway and the remainder of the right of way shall be improved with parkways and sidewalks.
- 2) **Hillside Local Streets:** A 44-foot right-of-way shall be provided with a 36 foot roadway and the remainder of the right-of-way shall be improved with parkways and sidewalks.
- 3) **Single Loaded Streets:** As determined by the Advisory Agency, a 36-foot right-of-way may be provided with a 28-foot roadway and the remainder of the right-of-way shall be improved with parkways and sidewalks on one side of the street only.

G. **Community Park:** The applicant shall fully develop in accordance with a plan approved by the Los Angeles City Board of Recreation and Park Commissioners and dedicate an approximately 50-acre park to the City of Los Angeles north of Subarea E in the Single-Family Area as shown on Exhibit II. The dedication of this property for a community park and dedication of property as public open space as required pursuant to Section 8 F 2(c) of this Specific Plan may be used as a set-off against the requirements of Section 17.12 of the Los Angeles Municipal Code for dedication of real property for park and recreational purposes, or for the payment of a fee in lieu thereof, in connection with the construction or development of dwelling units within the Specific Plan area.

Prior to the development of this park, the Department of Recreation and Parks may transmit a copy of its proposed plan to the Design Review Board for its review.

The Porter Ranch Design Review Board may review any development plan for the park facilities and shall transmit its recommendations to the Board of Recreation and Park Commissioners.

- H. **School - Elementary School:** The applicant shall reserve a minimum 7 acre level parcel at the southeast corner of Sesnon Boulevard and Mason Avenue for a school site. This site shall be reserved through the end of the year 2000 for the Los Angeles Unified School District, or its successors, to be used for the construction of instructional facilities for kindergarten and grades 1 through 6 and for no other purpose.
- I. **Library and Other Municipal Facilities:** The applicant shall: (1) dedicate a site for a public library in the Regional Center Area at a specific location to be determined by the City of Los Angeles Board of Library Commissioners with the advice of the Design Review Board and the Councilmember(s) of the Districts; and

(2) provide a two acre site for government offices or other municipal buildings within Subareas 2, 5 or 12.

- J. **Community Meeting Facility:** The applicant shall construct a community meeting facility within Subarea 4 or Subarea 5 to seat no fewer than 300 people which facility can be divided into four separate meeting areas of 75 seats each.
- K. **Child Care:** The applicant shall make sufficient outdoor and indoor activity space available for the provision of day care facilities to serve the children of workers in the buildings in the Regional Center. Child care facilities include infant care centers, day care centers, and/or school age child day care centers, as defined under applicable state laws and regulations. Commercial developments within the Regional Center shall include outdoor and indoor activity space in connection with day care facilities. The physical location of the child care space shall be consistent with the requirements of applicable state laws and regulations for day care facilities of that size and shall be shown upon the building plans for such development.
- L. **Other Improvements:** The applicant shall assure the completion of the improvements listed in Subsection H of Section 8 of this Specific Plan.
- M. **Mixed Use Development:** The applicant shall assure that at least two buildings within the Regional Center are developed with a combination of residential and commercial uses within each building. Together, these buildings must provide a minimum of 50,000 square feet of residential floor area in order for the building to be considered mixed-use for these purposes.
- N. **Dual Plumbing System:** The applicant shall assure that the plumbing of all office buildings contains an additional piping system able to use reclaimed water for irrigation and other purposes which can be connected to any reclaimed water system that becomes available.
- O. **Refuse Separation and Recycling:** The applicant shall assure that a refuse separation and recycling program, approved by the Department of Public Works, is developed and implemented for all commercial and residential buildings. The program shall insure the following: All residential units and/or buildings shall include adequate kitchen space to accommodate refuse separation and separation of recyclable materials. All commercial buildings shall include adequate loading and storage areas to accommodate refuse separation and separation of recyclable materials, including areas for multiple dumpsters and other facilities as needed. Materials shall be collected, processed and reused as specified by the Department of Public Works. No material collected through this recycling program may be disposed of as refuse unless no other feasible alternative is available.

Section 11. PORTER RANCH DESIGN REVIEW.

- A. **Purpose:** The purpose of this section is to provide guidelines and a process for review and approval of exterior and site design of buildings, structures or other developments proposed for construction within the Regional Center.

This section also provides a procedure for the Porter Ranch Design Review Board (Board) to advise the Advisory Agency on layout and design of subdivisions, advise the Director of Planning on aspects of exterior design, site layout, height and bulk of buildings, structures, or other development of property, advise the Board of Recreation and Park Commissioners on design of the proposed park and advise the Board of Library Commissioners on the location of the proposed library.

- B. **Design Review Board Composition:** The Board is hereby established and shall consist of seven voting members. The members shall be appointed by the Councilmember(s) of the District(s) in which the Specific Plan area is located. At least one member shall be a practicing architect and one member shall be either a practicing landscape architect or an urban planner.
- C. **Quorum/Action:** The presence of four voting members shall constitute a quorum. A recommendation for an approval or disapproval of any proposal shall require a majority vote of the members of the Board.
- D. **Terms:** Members of the Board shall be appointed for terms of five years. Of the original seven members, three shall be appointed for three-year terms, two for four-year terms, and two for five-year terms, thus staggering the terms.
- E. **Vacancies:** In the event a vacancy occurs during the term of a member of the Board, the Councilmember(s) of the area in which the Specific Plan area is located shall make an appointment of a person to fill out the unexpired term of the member. If the member is required to have specific qualifications, then the vacancy shall be filled by a person having the required qualifications.
- F. **Land Use Design Review:**
 - 1. **Purpose:** The purpose of Land Use Design Review is to provide the Advisory Agency with advice on the layout and design of divisions of land prior to its taking an action on any application within the Specific Plan Area.
 - 2. **Applications — The Regional Center:** All applications for Land Use Design Review in the Regional Center shall include the following:
 - a. A Conceptual Site Plan shall be at a scale of 1" = 40', or otherwise adequate to show

sufficient detail, subject to the approval of the City Planning Department. The plan shall show dimensions and orientation of the property, the arrangement of new structures, accessory buildings, driveways, parking layout, walkways, fences or walls, etc., and their position in relation to the rights-of-way.

- b. A Conceptual Grading and Drainage Plan shall be at a scale of 1" = 40', or otherwise adequate to show sufficient detail, subject to the approval of the City Planning Department. The plan shall show areas to be graded and areas of proposed cut and fill in contrasting colors. This plan shall also show contour intervals of 5 or 10 feet for existing and ultimate grades, and describe planned drainage improvements.
- c. A Conceptual Landscape Plan shall be at a scale of 1" = 40', or otherwise adequate to show sufficient detail, subject to the approval of the City Planning Department. The plan shall show the placement and representational size of all trees, shrubs, and ground cover, with the botanical and common names of all plants.

3. **Applications – The Single-Family Area:** All applications for Land Use Design Review in the Single-Family Area shall include the following:

- a. A Natural Features Map identifying all slope banks, ridgelines, natural drainage courses, rock outcroppings, oak trees and other natural features determined to be worthy of consideration for preservation as indicated on a list prepared by the Director of Planning. In addition, the map shall also include landslides and other existing and potential geologic hazard areas.
- b. A Conceptual Grading and Drainage Plan showing areas to be left undisturbed, areas which will not be developed, areas of proposed cut and fill in contrasting colors, and areas where cut and fill exceed 30 feet in vertical height. The plan shall also show contour intervals of 5 or 10 feet for existing and ultimate grades, and describe planned drainage improvements.
- c. A Slope Analysis Map shall be at a scale of 1" = 100', or otherwise adequate to show sufficient detail, subject to the approval of the City Planning Department. The map shall depict existing natural slopes in the following percentage categories: 0-25%, 26%-50%, 51%-75%, 76% and over.

d. A Conceptual Landscape Plan addressing slope banks, common areas, entry way treatment, streetscapes, and the overall landscape elements.

e. Photographs and/or renderings and other information as required by the Advisory Agency.

4. **Procedures:** Thirty days prior to the time an application for subdivision goes before the Subdivision Committee for review, the Director shall submit a copy of the application to the Board for its review. The Board may make a recommendation to the Advisory Agency on the subdivision. This recommendation shall be made within 20 days of receiving the application from the Director of Planning.

5. **Fees:** The filing fee for an application for Land Use Design Review shall be the fee listed in Section 19.01 Q P of the Los Angeles Municipal Code, entitled Application for Specific Plan Design Review Approvals.

6. **Criteria:** The Board may make a recommendation to the Advisory Agency relative to Land Use Design Review. This recommendation shall be based on the following criteria:

- a. Whether the proposed subdivision generally conforms to Exhibit III.
- b. Whether the visual impact of drainage courses will be minimized by their design, placement and landscape screening.
- c. Whether the subdivision incorporates sidewalks in its design which enhance the aesthetic character of the area.
- d. Whether the landscaping is employed to screen the effects of grading.
- e. Whether the landscaping includes the use of accent trees and art to enhance the aesthetic character of the area.

G. **Building and Site Plan Design Review:**

1. **Purpose.** The purpose of Building and Site Plan Design Review is to provide the Director of Planning with advice on the architectural treatment, form, and character for individual developments in the Regional Center.

2. **Regulations:** No building permits for new construction, additions, or exterior renovations within the Regional Center shall be issued until the applicant has submitted architectural and site plans of the proposed development to the

Director of Planning or the Director's authorized designee prior to or at the time of submission of a complete application for a building permit and the Director has approved the plans pursuant to the procedures set forth below. Building and Site Plan Design Review does not include review of plans involving interior remodeling of an existing building.

3. **Applications:** All applications for Building and Site Plan Review shall be submitted with applicable fees to the Department of City Planning. Applications shall be deemed complete only if all the following are included with the applications:

- a. Plot plans at a scale adequate to show sufficient detail.
- b. Building elevation (scale: 1/8" = 1') showing building height, architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also include illustrations of shadow impacts on December 21 for buildings taller than six stories.
- c. Sign plans (scale: 1/4" = 1') showing materials, colors, placement, size, lettering styles, and lighting method of the proposed sign.
- d. Landscape and irrigation plans, at a scale adequate to show sufficient detail, to show the placement and size of all trees, shrubs and ground cover, identified by botanical and common names of all plants.
- e. Samples of exterior building materials and/or sign construction materials, photographic renderings, view analysis, three dimensional models and other information as required by the Director of Planning.

4. **Procedure:** An applicant for a building permit shall submit plans, as specified above, to the Director of Planning for review. Upon acceptance of these plans as complete, the Director of Planning or the Director's designee shall deliver the plans to the Board within five working days for its recommendation. The Board may review the plans and submit recommendations supported by findings to the Director of Planning within thirty days of the delivery, recommending approval or disapproval of the proposed building.

The Director of Planning or the Director's designee shall review the architectural plans and site plans for their compliance with Building and Site Plan Design Review. The Director or the Director's designee shall make a determination

on Building and Site Plan Review within 50 days of receipt of the application. The Director's approval shall be indicated by a signature of the Director or the Director's designee on the plans.

5. **Fees:** The filing fee for an application for Building and Site Plan Design Review shall be the fee listed in Section 19.01 Q of the Los Angeles Municipal Code, entitled Application for Specific Plan Design Review Board Approval.
6. **Criteria:** The Board may make a recommendation to the Director of Planning relative to Building and Site Plan Review. This recommendation as well as the Director's determination shall be based on the following criteria:

a. **Architectural Style.**

- 1) Multi-tenant buildings or separate buildings on the same lot shall have an integrated architectural style by providing common elements such as common roofing materials, connecting patio areas, and consistent store front materials.
- 2) New buildings shall not conflict with design elements of adjacent buildings. Analysis shall be required of the surrounding environment to evaluate compatibility with building orientation, landscape setbacks, window placement, and design styles.

b. **Detail and Ornamentation.**

Buildings shall include architectural detail in their design, which may include windows, doors and light fixtures, that are consistent with other details of the building, trim around windows and doors, and protrusions and depressions in the face of the buildings which provide shadow lines.

c. **Decorative Roofs.**

- 1) Roof types should be consistent with the design of the buildings.
- 2) All roof mounted mechanical equipment and/or ductwork on buildings shall be screened from a horizontal or vertical view with materials compatible with the design of the buildings, or shall be designed so as to become incorporated into the architecture of the buildings.

d. **Compatibility of Colors.**

Colors shall relate to the buildings' overall design and shall not be such a dominant characteristic that the colors do not integrate with the buildings' design or that the colors will be used as an attention getting device as its primary purpose. Bright colors or highly reflective materials should be used only sparingly as a trim or accent to the buildings.

e. **Compatibility of Materials.**

Building materials shall be compatible with the overall design of the buildings and shall relate to the buildings' architectural styles.

f. **Application of Glass.**

- 1) Glass that is highly reflective or mirrored is prohibited except as a trim or accent.
- 2) Glass may be used in window or door openings to buildings, but shall not be used as the sole exterior building material such as reflective glass curtain wall applications.
- 3) Glass used at the pedestrian level shall be clear, untinted, or very lightly tinted to allow pedestrians and retail patrons to see people and activities through the windows.

g. **Walls.**

Blank walls at pedestrian levels shall be limited to segments of 15 feet in length except for garage doors which shall be limited to the width of the garage door plus five feet.

h. **Height.**

In making any determination on maximum height for any building over 4 stories, the Director shall only permit an average story height of 15 feet.

Building heights in the Regional Center shall be based on the regulations in Section 6 D of this Specific Plan and the following considerations:

- 1) Consideration of the impact of site lines of the proposed building on the surrounding residential communities.

- 2) Consideration of the impact of shade and shadows on the adjacent buildings.

If an application for approval of height is not made with the application for approval of Building and Site Plan Design Review, then a separate fee shall be charged for such a review and determination. Section 13 of this Specific Plan sets forth the fee and procedures for such a separate review and determination.

H. **Design Review – Community Park Facilities:** After being advised by the Director of Planning that a proposal has been made for development of the community park (located north of Subarea E in the Single-Family Area), the Board may make a recommendation to the Board of Recreation and Park Commissioners relative to this development plan. This recommendation shall be based on the following criteria:

1. The development of the park and its facilities conforms to the intent of the Specific Plan and the Community Plan.
2. The facilities proposed include both passive and active recreational opportunities for all age groups in the surrounding neighborhoods.
3. Any required grading will create a natural-looking terrain. Views from the south should show a ridge line higher than any adjacent single-family home.

I. **Design Review – Library Facilities:** After being advised by the Director of Planning that a proposal has been made for development of a library in the Specific Plan area, the Board may make recommendations to the Councilmember(s) of the District and to the Los Angeles Board of Library Commissioners relative to the location of the proposed library facility. This recommendation shall be based on the following criteria:

1. The development of the library conforms to the intent of the Specific Plan and the Community Plan.
2. The location of the library will be convenient to present and future library users.
3. The proposed site provides adequate available parking.
4. The location of the library will promote a high volume of public circulation of library services.

Section 12. PROJECT PERMIT PROCEDURE –
DETERMINATIONS BY THE CITY PLANNING COMMISSION.

itself or cumulatively with other
development in the area.

A. **Authority of the City Planning Commission:** The City Planning Commission shall have the authority to approve or disapprove applications for Project Permits.

B. **Findings:**

1. **General Findings.** In approving a Project Permit, the Commission shall find that the proposed location will be desirable to the public convenience or welfare and will be in harmony with the various elements and objectives of the Specific Plan and of the General Plan and that the improvements listed in Sections 8, 9 and 10, which are based upon the Department of Transportation's recommendation as to which improvements are attributable in whole or in part to the Project, will be made or adequately assured.
2. **Additional Findings for Transfers of Base Permitted Floor Area or Residential Density.** In granting a Project Permit authorizing transfers of Base Permitted Floor Area or transfers of residential density, the City Planning Commission shall find, in addition to those findings listed above, that:
 - a. The increase in density generated by the proposed transfer is appropriate with respect to location and access to the circulation system, compatible with other existing and proposed developments and the City's supporting infrastructure;
 - b. The Project is consistent with the purposes and objectives of the Specific Plan;
 - c. The transfer does not result in a Project which causes the aggregate development of the Subarea to exceed its limit as set forth in Subsections C and D of Section 6 of this Specific Plan;
 - d. The transfer of any floor area, relative to Subareas, is consistent with the Community Plan;
 - e. The transfer plan demonstrates that the floor area ratios or the overall residential densities of the Donor and Receiver Sites involved in a transfer are in conformance with Subsections C and D of Section 6 of this Specific Plan; and
 - f. The transfer plan serves the public interest by providing public benefits, which mitigate the impacts on transportation, housing, open space, cultural, community and public facilities, caused by the Project either by

C. **Projects Requiring Project Permits:** Project Permits are required for any of the following:

1. Any commercial development over 40,000 square feet for which a building permit is sought after building permits have already been issued for 1,500,000 square feet of commercial floor area as set forth in Section 9 C of this Specific Plan;
2. Approval of pedestrian movement system plan and implementation schedule pursuant to Section 9 F of this Specific Plan;
3. For any application for multiple-residential and/or commercial development for which building permits are sought prior to execution of a development agreement as set forth in Section 5 of this Specific Plan;
4. Transfer of Base Permitted Floor Area within the Regional Center, pursuant to Section 6 C 4 of this Specific Plan;
5. Transfer of Base Permitted Dwelling Units in Subareas 1 and 3 of the Regional Center, pursuant to Section 6 C 6 of this Specific Plan; and
6. Transfer of Base Permitted Dwelling Units in the Single-Family Area, pursuant to Section 7 B 3 of this Specific Plan.

D. **Procedures Including Recommendations by the Department of Transportation:**

1. In applying for a Project Permit, the applicant shall prepare a supplemental traffic study for review by the Department of Transportation and the City Planning Department. In approving a Project Permit, the Planning Commission, after recommendations by the General Manager of the Department of Transportation and the Director of Planning, pursuant to the procedures set forth in this section, shall determine which mitigation measures must be provided prior to the issuance of any further building permits and shall include these mitigation measures as conditions to issuance of any Project Permit.
2. All future supplemental traffic studies shall also monitor traffic in the area bounded by and including Devonshire Street, De Soto Avenue, Nordhoff Street and Corbin Avenue to determine if Mason Avenue should be continued over the Southern Pacific Railroad tracks on a grade separation or at-grade crossing. If the Department of Transportation determines that this grade separation is needed to reduce traffic congestion caused by the project, then the

applicant shall be required to make a pro-rata cash payment to the City to help fund the grade separation. Unless this requirement is met, no Project Permit will be issued.

Section 13. OTHER APPROVALS.

A. Approval of Landscape Plans Pursuant to Section 6 H of this Specific Plan:

3. The Department of Transportation, after review of the transportation study or studies prepared by the applicant, may recommend changes to the list of improvements identified in Sections 8, 9 and 10 of this Specific Plan, by additions and/or deletions, upon a finding that such change is warranted by: (a) the actual or projected traffic impacts of development in the Specific Plan Area and the surrounding areas; or (b) transportation improvements completed or assured by developments outside the Specific Plan Area.
 4. The General Manager of the Department of Transportation may recommend to the City Planning Commission a credit toward the required fees or transportation improvements, fees or improvements which the General Manager determines were already made in connection with a subdivision or another Project in the Specific Plan Area.
- E. **Conditions of Approval:** In approving any Project Permit, the Planning Commission may impose such conditions as it deems necessary to protect the best interests of the surrounding property or neighborhood, or to secure an appropriate development in harmony with the objectives of the Specific Plan and of the General Plan.
- F. **Procedure:** A Project Permit application and determination shall be processed in the same manner as conditional use approvals pursuant to Section 12.24 B 3 of the Los Angeles Municipal Code.
- G. **Fees:** A filing fee for an application for a Project Permit to the Commission shall be the same as for a conditional use to the Commission pursuant to Section 19.01 C of the Los Angeles Municipal Code.
- H. **Appeals:** An appeal from a Project Permit determination may be taken to the City Council. Such an appeal shall be submitted and processed in the same manner as appeals to the City Council of Commission determinations of conditional use permits pursuant to Section 12.24 B of the Los Angeles Municipal Code. The fees for appeals shall be the same as those set forth in Section 19.01 C of the Los Angeles Municipal Code for appeals to the City Council from conditional use determinations by the Commission.

1. **Procedures.** Applicants for building permits shall file an application for this approval with the Department of City Planning upon a form provided by the Department and accompanied by such information the Department shall prescribe and a fee as specified in Section 19.01 I of the Los Angeles Municipal Code, entitled Approval of Required Landscaping Plan.

The Director of Planning shall approve or disapprove the proposed landscape plan within 15 working days of submittal of an application for such an approval.

Applications for landscape approval shall meet the following standards:

- a. All documents shall be of such a nature as to clearly and completely describe the landscape design and any techniques and features proposed to implement the design.
 - b. All graphic documents shall include sufficient portions of the neighboring area so as to show the context in which the landscape design will be placed.
 - c. All documents shall indicate the common names of plants as well as their Latin names.
 - d. All documents shall be certified as required by the Department of City Planning by one or more of the licensed practitioners allowed by the State Business and Professions Code to practice landscape design as part of their license.
 - e. All documents submitted, except those for a Project on a lot with two or fewer dwelling units shall include a long-term maintenance plan.
2. **Findings.** In approving the landscape plan, the Director shall make the following findings:
 - a. That the proposed landscape plans shall be consistent with the requirements in Section 6 H and any other relevant provisions of this Specific Plan.
 - b. That the proposed landscape plan will not be materially detrimental to the character of the development, or to the natural area within 600 feet of the proposed Project.
 - c. That all landscape installations shall, to the

extent feasible, conserve all forms of energy, both on and off-site.

- d. That the landscape plan shall, to the extent feasible, use water-conserving plants and techniques in landscape design, especially water-conserving native plants.

- B. **Approval of Uses in Subarea 5 Pursuant to Section 6 A 4 of this Specific Plan:** The Director of Planning shall make a determination as to whether a proposed facility in Subarea 5 is to be used as either a cultural, educational or public service facility within 15 working days of submittal of an application for approval. Applicants for building permits for projects in Subarea 5 shall file an application for this approval with the Department of City Planning upon a form provided by the Department and accompanied by such information the Department shall prescribe and a fee as specified in Section 19.01 P of the Los Angeles Municipal Code, entitled Appeal from a determination made pursuant to Sections 12.21 A 15, 12.24 I, 12.24 J, 12.27 B 5 and 12.27 K.
- C. **Approval of Height in a Separate Application Form - Building and Site Plan Design Review:** If an application for approval of height is made separate from an application for Building and Site Plan Design Review, then the Director of Planning shall make a determination on as to whether the height of a proposed building in the Regional Center meets the requirements of this Specific Plan as indicated in Sections 6 D and 11 G 6 (h) of this Specific Plan within 15 working days of submittal of an application for approval. Applicants for building permits for projects in the Regional Center shall file an application for approval of height either in connection with the application for Building and Site Plan Approval or separately with the Department of City Planning upon a form provided by the Department and accompanied by such information the Department shall prescribe and the same fee as specified in Subsection B above.
- D. **Appeals:** Procedures for appeals shall be as follows: any applicant, member of City Council, the Mayor, any owner of property within 1,000 feet of the Specific Plan boundary or any other interested person adversely affected by a determination of the Director of Planning on the landscape plan, on the uses permitted in Subarea 5, or the proposed height of a building in the Regional Center, may appeal the Director's determination or action to the City Planning Commission and may thereafter appeal the action of the City Planning Commission to the City Council. The Director's approval shall be in writing and a copy sent to the applicant, to the Department of Building and Safety and to the Councilmember of the District in which the Project is located. Any appeal must be made within 15 days after the postmark date of the Director's determination or the Commission's determination if appealed to the City Council, in the

manner prescribed for Tentative Tract Maps in Section 17.06 of the Los Angeles Municipal Code.

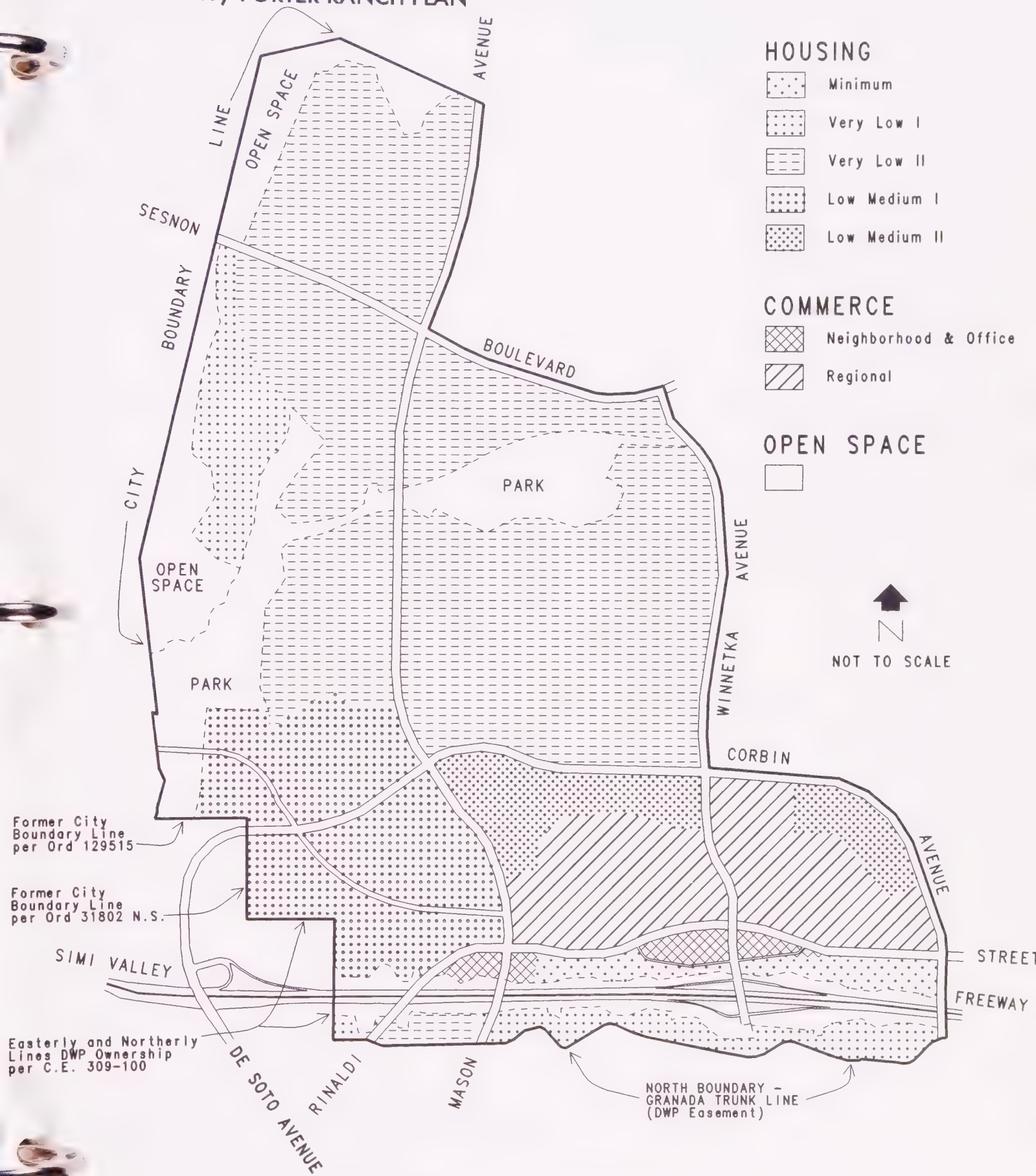
Section 14. OWNER ACKNOWLEDGEMENT OF LIMITATIONS.

Prior to subdivision, the property owners shall execute and record covenants which run with the land in the Specific Plan area, binding on any subsequent owners, heirs, successors or assigns. The covenants shall be in a form satisfactory to the City Attorney. After recordation, copies bearing the Recorder's number and date shall be furnished to the City Planning Department for its records. The covenant shall acknowledge and notify all subsequent owners of the limitations to development included in this Specific Plan.

Section 15. **SEVERABILITY.** If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications, and to this end, the provisions and clauses of this ordinance are declared to be severable.

210PR4 (102194)

CHATSWORTH / PORTER RANCH PLAN

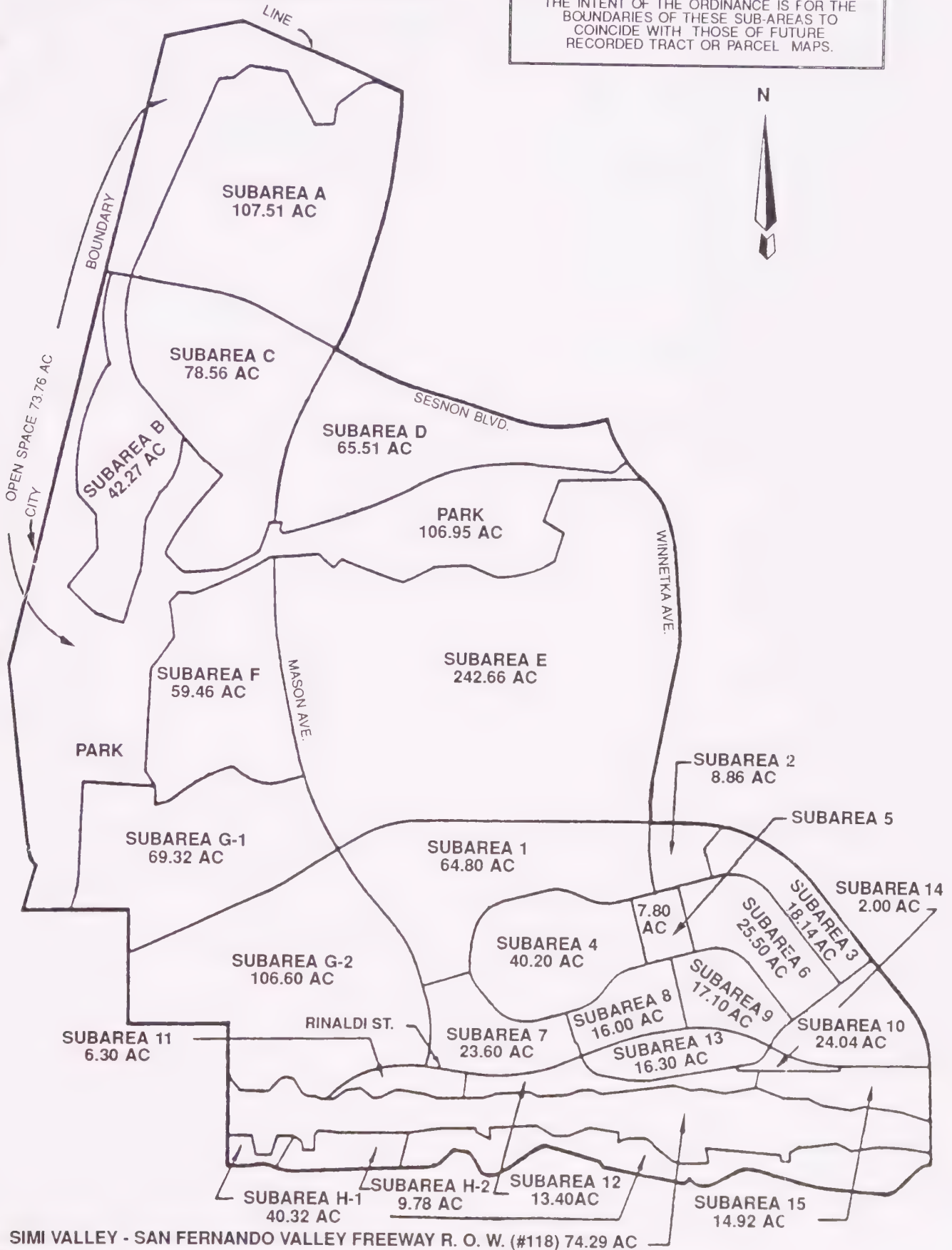


SPECIFIC PLAN AREA BOUNDARIES
Exhibit I

CHATSWORTH / PORTER RANCH PLAN

THE INTENT OF THE ORDINANCE IS FOR THE BOUNDARIES OF THESE SUB-AREAS TO COINCIDE WITH THOSE OF FUTURE RECORDED TRACT OR PARCEL MAPS.

N



SPECIFIC PLAN AREA BOUNDARIES
Exhibit II

**PORTER RANCH LAND USE/TRANSPORTATION
SPECIFIC PLAN**

**Ordinance 166,068
Effective August 24, 1990**

ADMINISTRATIVE RESPONSIBILITIES

Applicant

- o The applicant shall apply for Project Permit or Development Permit (5,10). The applicant shall also file an application for Land Use Design Review (11F2) and in the Regional Center, an application for Building and Site Plan Design Review. (11F3, 11G3)
- o The applicant shall record a covenant, approved by Director of Planning, regarding provision for housing for low and/or moderate income persons, senior citizens, disabled persons and employees in the Regional Center. (8G)
- o The applicant shall submit a Transportation Demand Management program and shall assure a Transportation Management Organization and Shared Ride Transportation System. (9E)
- o In the Regional Center, the applicant shall submit as required a plan for a pedestrian movement system (9F), a supplemental traffic study if required by the Department of Transportation (12D), a landscape plan (13A), and in Subarea 5 an application for uses. (6A4, 13B)

Department of City Planning

- o The Director of Planning shall approve permitted uses in Subarea 5 of the Regional Center. (6A4, 13B)
- o The Director of Planning shall determine maximum heights for buildings within the Regional Center. (6D)
- o The Director of Planning shall approve landscape plans. (6H, 13A)
- o The Director of Planning shall review proposals for alternative loading/unloading. (6I)
- o The Department of City Planning shall approve covenants and keep records on recorded covenants. (4, 6C, 7B, 8G)
- o The Advisory Agency shall make required findings on allocation of base permitted floor area, guest parking, pedestrian movement, ATSAC and public facilities, and special housing requirements and, in the Regional Center, shall find that the required improvements are guaranteed. (8)

City Planning Commission

- o The City Planning Commission shall have the authority to approve or disapprove applications for Project Permits. (8A)
- o The City Planning Commission shall make the determination on the transfer of unused permitted floor area or unused base permitted dwelling units from Donor to Receiver Sites. (6C4, 6 and 7B3)
- o The City Planning Commission shall approve plans for special categories of housing, considering the joint report of the Director of Planning and Community Development Department. (8G2, 3)
- o The City Planning Commission shall make the determination on an appeal of a determination by the Director of Planning. (11A, 13D)
- o The City Planning Commission shall approve the Transportation Demand Management program including the schedule for implementation. (9D)

Design Review Board

- o The Design Review Board shall advise the Advisory Agency on the layout and design of subdivisions (11F), the Board of Recreation and Park Commissioners on the design of proposed parks, and the Board of Library Commissioners on the location of the proposed library. (11A)
- o The Design Review Board shall advise the Director of Planning on exterior design, site layout, height and bulk of buildings and, in the Regional Center, the architectural treatment, form and character of individual developments. (11G)

Department of Transportation

- o The General Manager shall provide a report and recommendation to the City Planning Commission on applications for the transfer of base permitted floor area or base permitted dwelling unit density from Donor to Receiver Site. (6C4, 7B3)
- o The Department of Transportation shall review the transportation study prepared by the applicant (12D3) and allow credit toward the required fees or transportation improvements. (12D4)
- o The Department of Transportation shall approve the Transportation Demand Management program including a schedule for implementation. (9D)

Department of Public Works

- o The Bureau of Street Lighting shall approve exterior lamp fixtures in the Regional Center. (6G)

- o The Street Tree Division shall approve street trees. (6H3, 7E)

Community Development Department

- o The Community Development Department shall review applicant's plan for providing required low and/or moderate income housing including housing for employees of businesses in the Regional Center, housing for senior citizens and disabled persons, and together with the Director of Planning shall submit recommendations to the City Planning Commission. (8G2, 3)

City Council

- o The City Council shall make the determination on appeals from the determination of the City Planning Commission. (12H, 13D)
- o The City Council may enter into Development Agreements with applicants.

210PR5 (102194)

DEVONSHIRE/TOPANGA CORRIDOR SPECIFIC PLAN

A portion of the Chatsworth-Porter Ranch Community Plan

TABLE OF CONTENTS

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

DEVONSHIRE/TOPANGA CORRIDOR SPECIFIC PLAN
Ordinance No. 168,937
Effective September 7, 1993

SUMMARY OF PROVISIONS

Geographic Area

The Specific Plan area includes properties generally located along both sides of Devonshire Street from Mason Avenue to Topanga Canyon Boulevard and along both sides of Topanga Canyon Boulevard between Devonshire Street and Marilla Street, as shown on the Map.

Relationship to the Los Angeles Municipal Code

The Specific Plan sets forth regulations which are in addition to the planning and zoning provisions of the Los Angeles Municipal Code (LAMC). If the Specific Plan provisions are more restrictive than those of the LAMC, then the Specific Plan shall prevail.

Purpose

The purposes of the Specific Plan are:

- o To insure that commercial development occurs in a way that is compatible with surrounding residential uses;
- o To enhance the aesthetic qualities of development, limiting uses to those permitted in the C4 Zone;
- o To protect commercial areas from intrusion of industrial land uses;
- o To incorporate design characteristics to provide a unifying element;
- o To regulate intensity of development and to assure adequate off-street parking;
- o To preserve mature and healthy trees and to introduce new vegetation;
- o To promote orderly, attractive, and harmonious development;
- o To buffer single-family residential uses from new development.

Definitions

The Specific Plan defines various terms including Extensive Remodeling, Project and Spanish Colonial Architecture.

Land Use

Permitted uses include any use permitted in the C4 Zone except for those properties zoned for more restrictive uses.

Specified existing uses may undergo Extensive Remodeling but additions shall conform to the regulations of the Specific Plan; uses include any existing car wash, gas station, drive-through fast-food establishment and dry cleaning establishment.

Certain new uses shall not be permitted including gas stations, drive-through fast-food establishments, repair garages and wholesale businesses.

Certain sites are also subject to "Q" and/or "D" land use restrictions as established by Ordinance No. 162,508, in which case the more restrictive regulation applies.

Land Use Restrictions¹

Development standards are established for the following:

- Height limits
- Lot coverage
- Buffering
- Setbacks
- Landscape
- Driveway review
- Screening
- Underground utilities
- Lighting

Parking Requirements¹

Parking ratios are established for the following uses:

- Commercial/office uses	1 space/300 s.f.
- Restaurants	1 space/100 s.f. of eating area
- Hospitals	2.5 spaces/bed
- Theaters	1 space/3 seats
- Gyms	1 space/100 s.f.
- Beauty salons	1 space/100 s.f.

Lots 10,000 square feet or less in area shall not have parking in front of the building when fronting on a major highway.

Parking structures shall be limited to two stories in height and parking shall not be allowed on the roof.

¹ Sites with "Q" and/or "D" restrictions, as established by Ordinance No. 162,508, may be further restricted.

Signs¹

All signs shall comply with the provisions of the LAMC Chapter IX, Article 1, Division 62 and the Specific Plan. The Specific Plan contains provisions for pole signs, off-site signs, and amortization of nonconforming signs.

Pole signs shall not exceed height of 15 - 30 feet depending upon linear street frontage; sign area shall not exceed 75 - 150 square feet depending upon the number of businesses identified.

Existing legally erected off-site signs may be relocated provided that they meet all the requirements of Division 62 relating to off-site signs. With the exception of relocation of signs, no new off-site signs shall be erected in the Specific Plan area.

The following signs are prohibited:

- Projecting signs
- Flashing signs
- Rotating signs
- Banner signs
- Temporary signs

Design Review

No building permit shall be issued for any Project, except for single-family residences and signs, unless plans, elevations, and/or other graphic representations of the Project have been reviewed and approved by the Director of Planning after receipt of recommendations of the Devonshire/Topanga Specific Plan Design Review Board.

A copy of the determination shall be furnished to the applicant, the Design Review Board, and the Department of Building and Safety.

The applicant or other interested parties may appeal the determination to the City Planning Commission and further appeal the matter to the City Council.

¹ Sites with "Q" and/or "D" restrictions, as established by Ordinance No. 162,508, may be further restricted.

Part 2

DEVONSHIRE/TOPANGA CORRIDOR SPECIFIC PLAN
Ordinance 168,937
Effective September 7, 1993

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Part 4

DEVONSHIRE/TOPANGA CORRIDOR SPECIFIC PLAN

Ordinance No. 168,937

Effective September 7, 1993

An ordinance establishing a Specific Plan for the Devonshire/Topanga Corridor.

WHEREAS, the Chatsworth-Porter Ranch Community Plan provides for the development of a Specific Plan for commercial areas along Devonshire Street and Topanga Canyon Boulevard for the purposes of designating land uses, building intensities and heights, parking and landscape requirements, and other improvements in conformance with the Community Plan; and

WHEREAS, the Devonshire/Topanga Corridor through the Chatsworth Community is unique by virtue of the historic background of the area and the adjacent large lot rural residential properties; and

WHEREAS, there is a need to provide for continued economic viability of the area for both residents and businesses alike; and

WHEREAS, in order to create a more unified appearance along the corridor and to protect it from unsightly or inappropriate architectural styles that do not further the goals or objectives of this Specific Plan; and

WHEREAS, in order to assure that development proceeds in an orderly fashion and in conformance with the General Plan of the City of Los Angeles, it is necessary to adopt the following Specific plan;

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE SPECIFIC PLAN

- A. The Devonshire/Topanga Corridor Specific Plan is hereby established in the area of the City of Los Angeles as shown on the Map.
- B. Relationship to Other Provisions of the Los Angeles Municipal Code
 1. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter I of the Los Angeles Municipal Code (LAMC), as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter, and other relevant ordinances except as specifically provided herein.
 2. Wherever this Specific Plan contains provisions which require greater setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or

limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

3. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 D. In approving an exception from this Specific Plan pursuant to Section 11.5.7 D, the City Planning Commission may simultaneously approve any conditional use under its jurisdiction. Only one fee shall be required for joint applications.

Section 2. PURPOSE. The Devonshire/Topanga Corridor is a significant commercial area. The purposes of this Specific Plan are as follows:

- A. To insure that future commercial development in the area occurs in a manner which is compatible with the surrounding residential community and with the capacity of the circulation system as defined in the Chatsworth - Porter Ranch Community Plan;
- B. To enhance the aesthetic qualities of development within the Chatsworth Corridor by the establishment of uses in conformance with the provisions of the C4 Zone;
- C. To protect existing commercial areas from intrusions of poor quality, or inappropriate industrial-type land uses;
- D. To assure that development within the Specific Plan area incorporates design characteristics that provide a unifying element to the Devonshire/Topanga Corridor Specific Plan area;
- E. To regulate the intensity of development within the area and to assure that adequate off-street parking is provided;
- F. To preserve, to the maximum extent possible, mature and healthy trees and to introduce new vegetation within the Specific Plan area;
- G. To promote orderly, attractive, and harmonious development, minimize negative environmental effects of development, stabilize land values and investments and promote the general welfare by prohibiting buildings, structures, or uses which are inconsistent with the purposes or standards of this Specific Plan or which are inappropriate to their sites, surroundings, traffic circulation impacts or their environmental settings; and
- H. To adequately buffer nearby single-family residential uses from all new development to the extent feasible

Section 3. DEFINITIONS. The following words, whenever used in this Ordinance, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03. Words and phrases not defined therein shall be construed as defined in LAMC Chapter IX, if defined therein.

Building Frontage. Any wall of a building or structure which abuts or faces a public street adjacent to the lot on which the building or structure is located.

Extensive Remodeling. The alteration of, or addition to, any existing building or structure in which the aggregate value of such work, in any one twelve-month period, exceeds 75 percent of the building's or structure's replacement value. The valuation shall be determined by the Department of Building and Safety.

Height. The vertical distance measured from the top of the adjacent curb to the highest point of the roof. The height shall include all architectural projections and shall exclude any equipment rooms or heating/air conditioning units attached to the roof or similar equipment as described in Section 12.21.1.

Medical and/or Dental Building. Any building or structure in which more than thirty percent of the floor area is devoted to the examination, diagnosis or treatment of physical or psychological disorders of outpatients.

Open Space. Land which is free of buildings, surface parking for automobiles or trucks or other improvements, except for driveways, walkways or recreational facilities.

Project. The erection, construction, structural alteration of or addition to any building or structure which requires the issuance of a building or grading permit. This term shall include work on architectural projections attached to the exterior walls or roof structures which requires the issuance of a building permit.

Rotating Sign. Any sign in which the sign face revolves in a circular motion on top of the structure on which it is mounted.

Serving Area. The general seating area, including any outdoor seating area, of a restaurant excluding stages, restrooms, storage, kitchens and areas not designated for public use.

Spanish Colonial Architecture. A style of architecture generally distinguished by stucco walls, low-pitched tile roofs, decorative iron work for windows and doors and earth-toned or white in color. (See Appendix A.)

Western Frontier Heritage Architecture. A variety of architectural styles typically found in California from 1800 to 1900. These architectural styles are described in: Identifying American Architecture by John J. G. Blumenson, American Association for State and Local History, 1977, and/or Historical and Cultural Resource Survey: Survey Guide by the City of Los Angeles Bureau of Engineering, 1980.

Section 4. LAND USE. All land uses in the Specific Plan area shall be consistent with the land use designations in the Chatsworth-Porter Ranch Community Plan and with the additional regulations in this Specific Plan. For commercially-zoned properties:

A. Any use permitted in the C4 Zone shall be allowed, except on those properties zoned for more restrictive uses, with the following limitations:

1. Buildings and structures used for the following existing uses may undergo Extensive Remodeling. However, such buildings or structures and any additions and enlargements thereto shall be made to conform with the regulations of this Specific Plan:

Automobile laundry or Wash rack (Car wash);
Automobile lubrication station;
Automobile refueling station (Gas station);
Drive-through fast-food establishment;
Contractor's storage yard;
Hospital;
Motel;
Laundry or dry cleaning establishment;
Refreshment stand;

2. The following new uses shall not be permitted:

Automobile refueling station (Gas station);
Contractor's storage yard;
Drive-through fast-food establishment;
Farm machinery sales/service;
Frozen food locker;
Motel;
Mobilehome sales;
Monument and tomb stone sales;
Motorcycle or scooter sales and service;
Parcel delivery service;
Record or tape recording studio;
Refreshment stand;
Repair garage, except that repair garages allowed by LAMC Section 12.16 A 2(u) shall be permitted;
Safe and vault repair;
Scooter storage garage;
Taxi cab business;
Wholesale business.

- B. The provisions related to land use restrictions ("Q"'s and "D"'s) in Ordinance No. 162,508 are hereby incorporated and made a part of this Specific Plan. That ordinance contains site specific restrictions for Sites A through F. If there is a conflict between that ordinance and this Specific Plan, then the provisions which are more restrictive shall apply.

Section 5. HEIGHT LIMITS. No building or structure located in whole or in part within the Specific Plan area shall exceed a maximum of 45 feet in height.

The 45-foot height limit as set forth above shall in no way be construed as granting a right not contained within Ordinance No. 162,508 for site specific locations, Sites A through F, and in any case, the more restrictive ordinance shall apply.

Section 6. LOT COVERAGE. Buildings and structures shall cover no more than 50 percent of the lot. This restriction shall apply to the erection or construction of new buildings or structures, and the addition to any existing building or structure within the Specific Plan area.

Exception: If at least 15 percent of the lot is reserved for and permanently maintained as landscaped Open Space, and if surface parking areas and driveways do not exceed 20 percent of the lot, then up to 65 percent of the lot may be covered by buildings and structures.

Lots that are zoned for commercial uses and with a Height District designation of 2D shall be allowed a maximum floor area ratio of 1.5 to 1.

Section 7. BUFFERING. A solid decorative masonry wall, a minimum six feet in height, shall be constructed along the property line of any commercially zoned lot if its parking or driveway area is adjacent to a single-family residentially zoned or used lot. The wall shall be constructed along the property line adjacent to the residential lot. There shall be no openings, except for a lockable gate for landscape maintenance work and as may be required by the LAMC. Decorative masonry walls shall mean split-face, slump stone, plaster, brick or stone facing with a top cap. Both sides of the wall must be decorative.

The above requirements shall not apply to a property line bordering a single-family lot, if a wall already exists along that property line or a commercially zoned lot which is separated from single-family zone or used lots by streets, alleys or other public ways.

Section 8. SETBACKS. Every lot within the Specific Plan area shall maintain a landscaped setback of at least five feet from Devonshire Street and Topanga Canyon Boulevard. This setback may include no more than 150 square feet of driveways and walkways. For lots over 100 feet in width, additional driveways and walkways not exceeding a total of 300 square feet shall be permitted. A minimum of 50 percent of this landscaped setback shall be in vegetation.

Section 9. LANDSCAPE MAINTENANCE STANDARD

A. **Parking Lots.** It shall be the responsibility of the property owner to maintain all landscape features located on private property, including, but not limited to, plant material, signs, walkways, benches, fountains, etc., in accordance with the following criteria: at least ten percent of the total area of an open parking lot shall be landscaped; at least half of the landscaped area shall be with shade-producing trees at a ratio of one tree for every four parking spaces. These trees shall be 24-inch box size and be at least 10 feet tall at the time of planting.

B. Maintenance

1. All features (benches, fountains, etc.) shall be maintained in a condition as near as possible to the original state when installed.
2. All landscaped areas shall be equipped with an automatic sprinkler or drip irrigation system designed to conserve water. All vegetation shall be maintained in a first-class condition at all times.

Section 10. PARKING. A garage or private off-street parking area shall be provided in connection with and at the time of the

erection of any building or structure or for the uses hereinafter specified, or at the time any building or structure is Extensively Remodeled, or increased in capacity by the addition of floor area or seating capacity that generates more trips than those generated by the existing use as indicated on the Land Use/Vehicle Trip Table contained in Ordinance No. 161,188.

A. The number of parking spaces required shall be as follows:

1. For commercial and office uses, except as hereafter specified, one parking space shall be required for each 300 square feet of floor area;
2. For restaurants, one parking space shall be required for each 100 square feet of eating area for outdoor and indoor restaurant uses;
3. For hospitals, 2.5 parking spaces shall be required for each bed;
4. For theaters, one parking space shall be required for every three seats;
5. For gyms, health clubs, aerobic dance studios or similar uses, one parking space shall be required for each 100 square feet of floor area;
6. For beauty salons, nail salons, hairdressers, barber shops and similar uses, one parking space shall be required for each 100 square feet of floor area.

B. For lots of 10,000 square feet or less, no parking shall be permitted in front of a building fronting on a major highway.

C. To further assist in alleviating parking congestion within the corridor, commercial property owners are encouraged to apply for a conditional use for the use of certain adjacent residentially-zoned lots for parking purposes. This recommendation applies to those residentially zoned lots on both sides of Devonshire Street westerly of Oklahoma Avenue which have frontage on streets that are perpendicular to Devonshire Street.

D. Parking Buildings

1. Parking buildings or structures shall be limited to two stories in height above the existing grade, measured at the curb. They shall be enclosed and roofed and in no instance shall parking be allowed on the roof.
2. For a parking building or structure erected or constructed adjacent to any lot zoned for or developed with a single-family use, as part of its review of the Project, the Design Review Board shall make a finding as to whether the parking building or structure will be compatible with the adjacent single-family use.

E. If a Project consists of a change of use, Extensive Remodeling or an addition to an existing building or structure, which increases the Height, floor area, number of

dwelling units, or number of guest rooms, then the parking requirements of this Section shall apply to:

1. The square footage of floor area devoted to the change of use, or
2. The square footage of floor area contained within the Extensively Remodeled building or addition to the existing building or structure.

Section 11. DRIVEWAY REVIEW. Prior to the issuance of building permits for the erection, construction or Extensive Remodeling of any building or structure within the Specific Plan area, access driveway plans shall be submitted to, and approved by, the Department of Transportation and the Bureau of Engineering.

Any plans relating to access to any commercially-zoned lot in the Specific Plan area shall be subject to the review and approval of the District Office of the Bureau of Engineering and Department of Transportation. This review shall also include a determination by the Department of Transportation, pursuant to LAMC Section 80.14 relating to left-turn movements either entering or exiting commercially-zoned properties.

Section 12. SIGNS

A. General Sign Provisions and Prohibitions

1. The Department of Building and Safety shall not issue a permit for a sign unless it complies with this Section. All signs shall comply with the provisions of LAMC Chapter IX, Article 1, Division 62.
2. The following signs and sign types are prohibited in the Specific Plan area:
 - a. Projecting signs;
 - b. Flashing signs;
 - c. Rotating Signs;
 - d. Banner signs;
 - e. Temporary signs.

B. The combined sign area of all permanent on-site signs facing a street shall not exceed two square feet for each one foot of linear street frontage of the lot.

C. Pole Signs. All on-site pole signs in the Specific Plan area shall conform to the following:

1. The overall height of a pole sign shall not exceed 15 feet for every 25 feet of linear street frontage in excess of 50 feet and shall not exceed a maximum height of 30 feet.
2. The area of a pole sign, as viewed from any one direction, shall not exceed 75 square feet plus 15 square feet for each additional business over five businesses identified on an individual pole sign. However, in no event shall the total area of the pole sign exceed 150 square feet.

3. The sign face of any pole sign shall be contained in one continuous area.

D. Off-Site Signs. All off-site signs in the Specific Plan area shall conform to the following:

1. Existing legally-erected off-site signs may be relocated, provided that the new location otherwise meets all requirements of Division 62 relating to off-site signs.
2. With the exception of Paragraph 1 above, no new off-site sign shall be erected within the Devonshire/Topanga Specific Plan area.

E. Amortization

1. All temporary signs which are made nonconforming by this Section shall be completely removed within 90 days from the effective date of this Specific Plan.
2. If a nonconforming sign is damaged or partially destroyed by fire, flood, earthquake or other natural disaster to the extent of more than 50 percent of its replacement value at the time of the damage or destruction, repair of the damage or destruction involves more than sign face replacement and the sign has not been repaired within 30 days of the date of the damage or destruction, then the damaged sign shall be totally removed within 45 days of the date of the damage or destruction.
3. Ninety days after the cessation of a business activity, service, or product whose sign was lawfully erected, any related signs shall be removed, or the face or the sign shall be removed and replaced with blank panels or shall be painted out. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the California Business and Professions Code.

Section 13. SCREENING. All roof-mounted, pole-mounted, or free-standing equipment, i.e., mechanical, electronic, solar and/or ductwork on any building above the roof ridge or parapet wall, whichever is higher, shall be screened from the horizontal view of residentially zoned or used properties, and from the street with materials compatible with the design of the building.

Section 14. UNDERGROUND UTILITIES. Where available, new construction shall make provisions in the design phase to provide connections for public utilities underground.

Section 15. LIGHTING

A. All exterior light fixtures shall be shielded to minimize illumination of adjacent properties and to reduce glare. Flood-lighting of buildings shall be prohibited. All exterior lighting, except for purposes of safety, security, and to illuminate signs and existing billboards, shall be turned off at the end of business hours.

- B. Off-street parking areas shall be lighted with lights having an illumination of not less than 2.0 foot candles averaged over the entire parking area.

Section 16. DESIGN REVIEW

- A. **Jurisdiction.** No building permit shall be issued for any Project, except for single-family residences and signs, unless plans, elevations, and/or other graphic representations of the Project have been reviewed and approved by the Director of Planning after receipt of recommendations of the Devonshire/Topanga Specific Plan Design Review Board.

The City Planning Commission shall review the Design Review Board function after one year of its operation, and shall consider recommendations for changes within 60 days of that review.

B. **The Devonshire/Topanga Specific Plan Design Review Board**

1. **Composition.** The Devonshire/Topanga Specific Plan Design Review Board is hereby established, which shall consist of five voting members and two alternates. The voting members shall be appointed by the Councilmember of the District encompassing the Specific Plan area and shall live or work in Chatsworth within zip code areas 91311 or 91313. The Board shall be constituted as follows:
 - a. At least one member and one alternate shall be a licensed architect.
 - b. At least one member and one alternate shall be qualified either in the discipline of urban planning or of landscape architecture;
 - c. At least three members shall be members of area homeowners groups or chambers of commerce, or persons who live or work in zip code areas 91311 or 91313.
2. **Quorum/Action.** The presence of three voting members shall constitute a quorum. An approval of any proposal shall require the positive vote of three members of the Board.
3. **Terms.** Members of the Devonshire/Topanga Specific Plan Design Review Board shall be appointed for terms of three years.
4. **Vacancies.** In the event a vacancy occurs during the term of a member of the Board, the Councilmember shall make an interim appointment to fill out the unexpired term of the member. If the member is required to have specific qualifications, the vacancy shall be filled by a person having such qualifications.

5. **Authority and Duties.** The Design Review Board shall make a written recommendation to the Director of Planning on whether a Project complies with the design criteria set forth in this Specific Plan.

C. **Design Review Approvals**

1. **Application.** All applications for design review recommendations shall be submitted to the City Planning Department. Applications shall be deemed complete only if all the following are included with the application:
 - a. Site plan (including illustration of shadow impacts on December 21 in accordance with the Subdivision Map Act, Government Code Section 66475.3);
 - b. Landscape plan;
 - c. Elevations (including adjacent buildings or structures);
 - d. Sign plan; and
 - e. Samples of exterior building materials.
2. **Fees**
 - a. A filing fee for processing a design review application shall be charged pursuant to LAMC Section 19.01.
 - b. Fees for filing an appeal of the Director's determination to the Commission or Council by the applicant shall be the same as those for approval of an application required for a Commission plan approval, as established in LAMC Section 19.01. Fees for filing an appeal to the Commission or Council by other than the applicant shall be as set forth in LAMC Section 19.01 K.
3. **Action of Design Review Board.** The Director of Planning shall refer the application to the Design Review Board for its recommendation within 21 days of the Department's acceptance of the complete application.

The Design Review Board shall review the Project and submit its findings to the Director within 90 days of such referral. This time limit may be extended for one 15-day period with the mutual consent of the applicant and the Board.

The findings shall indicate a recommendation of approval, disapproval, or approval with modifications to the Project. The Board shall make its recommendation on the basis of the following criteria:

 - a. All Projects shall conform to the provisions of this Specific Plan.

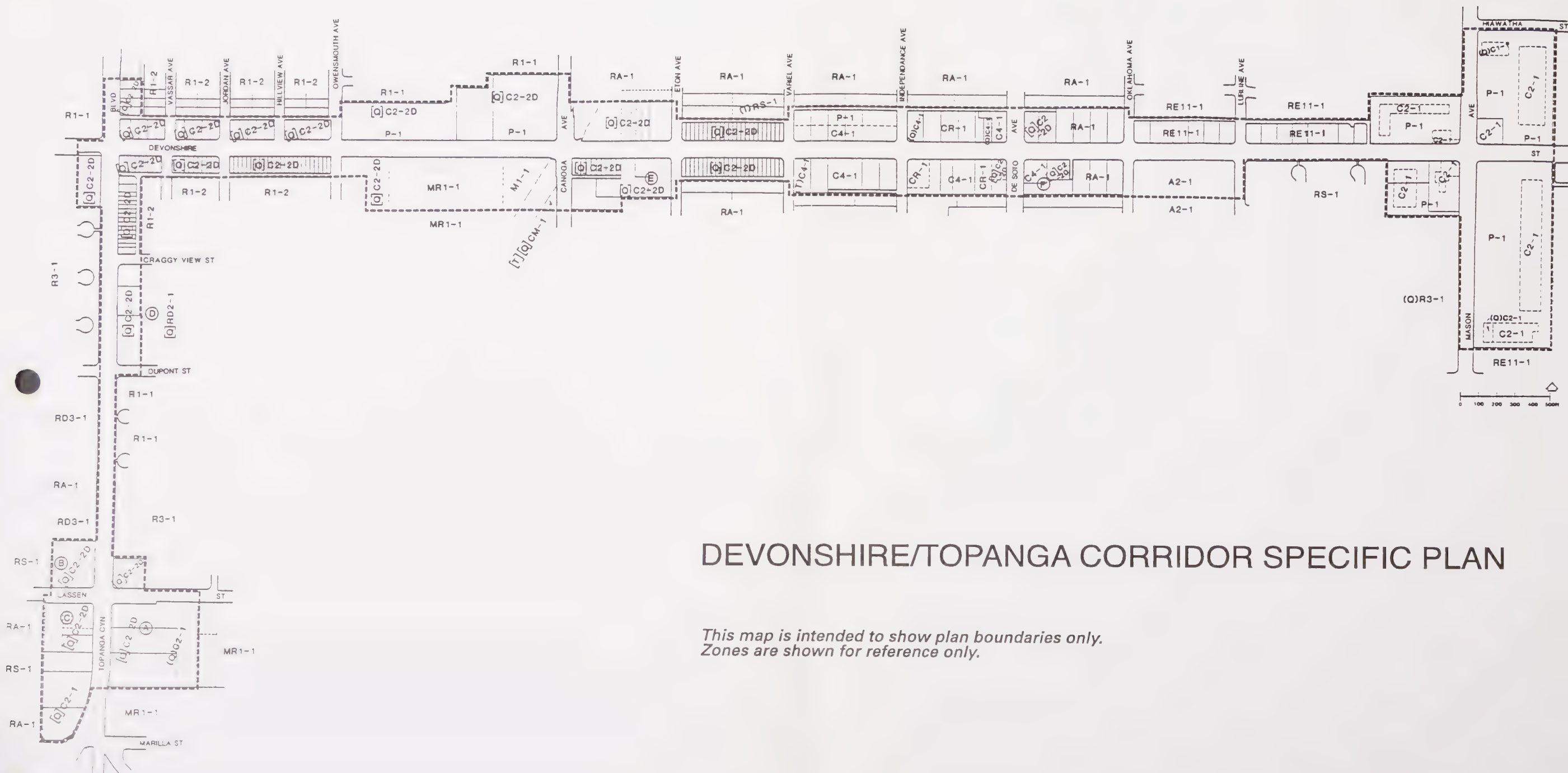
- b. All signs relating to the Project shall conform to the provisions of this Specific Plan.
- c. Western Frontier Heritage or Spanish Colonial style of architecture as described in Appendix A shall be given primary consideration.
- d. All proposed buildings or structures shall be designed in such a fashion that all ventilation, heating or air conditioning ducts, tubes, equipment, or other related appurtenances are adequately screened from public view.
- e. Any exterior treatment of a building or structure including color, texture, windows, or other architectural features shall be applied to all exterior walls in a similar manner.
- f. The exterior building components, art works, sun shading devices, lighting plan and fixtures should be compatible with the general rural character of the area by conforming to the Western Frontier Heritage or the Spanish Colonial design.
- g. The proposed buildings or structures shall be designed so as to minimize shadows on adjacent property in accordance with Government Code Section 66475.3.
- h. Buildings and structures shall be oriented to maximize the landscaped areas and public spaces and to minimize obstruction of mountain views.
- i. The size of proposed buildings or structures shall be similar in scale to surrounding buildings or structures and shall be appropriate to the character of the Chatsworth area.
- j. All open areas not utilized for buildings, driveways, parking areas, recreational facilities, or walks shall be landscaped so that commercial uses are substantially buffered from the view of single-family residences.
- k. Landscape design and plant types shall be compatible with the building design, site located and the general character of the area.

- 4. **Action of Director.** The Director of Planning, or the Director's designee, shall act on a design review application within ten working days following receipt of the recommendation of the Design Review Board or within 105 days from the date the application was submitted to the Design Review Board, whichever is sooner. The action shall be to approve, disapprove or approve the Project with modifications. A copy of the determination shall be furnished to the applicant, the Design Review Board, and the Department of Building and Safety.

- 5. **Appeals.** An applicant, a member of the City Council, the Mayor, or any other interested person adversely affected by the determination of the Director of Planning may appeal the Director's determination to the City Planning Commission, and may thereafter appeal the action of the City Planning Commission to the Council. Appeals must be filed within 15 days after the date of the Director's determination, or the Commission's determination if appealed to the Council, in manner prescribed for Tentative Maps in LAMC Section 17.06.

Section 17. SEVERABILITY. If any provision or clause of this Ordinance or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Ordinance provisions, clauses or applications thereof which can be implemented without the invalid provisions, clause or application, and to this end the provisions and clauses of this Ordinance are declared to be severable.

210DT4(9/23/94)



DEVONSHIRE/TOPANGA CORRIDOR SPECIFIC PLAN

APPENDIX A

Design Guidelines and Design Elements for Buildings and Landscaping

Note: Examples of the Spanish Colonial Architecture style are shown on the following page. Additional examples can be found in the following documents which are on file in the Department of City Planning and at the Public Library, or are available from their source:

Historical and Cultural Resources Survey: Survey Guide, City of Los Angeles, Bureau of Engineering, 1980.

Guidelines - El Pueblo Viejo District, Santa Barbara, California, City of Santa Barbara, Landmarks Committee, 1987.

"The Spanish Colonial Revival Style", The Old House Journal, October 1982, p. 198.

1. Volume

Building volumes should feature a dominance of smooth stucco surfaces with traditional projections and recessions.

2. Wall Surfaces

Wall surfaces should convey a structure of stone, brick or adobe through suggestion of thickness (mass).

Stucco is the preferred surface cover; adobe and stone are also encouraged where such surface material is compatible with the design of the building.

Stucco surfaces are to be treated in a flat manner to create a relatively smooth tactile surface, suggestive of a masonry structure behind.

3. Colors

Colors for wall surfaces should not be harsh, glaring, or bright. White and ivory are the preferred colors.

Trim colors, including ironwork, should be dark.

4. Roofs

Simple low pitched gable and shed roofs are preferred. All flat roofs should be surrounded by a parapet which is of a height which will hide any rooftop equipment.

Red cap and pan tile is the preferred roofing material.

Projecting cupolas, towers, and varied chimney forms are encouraged; in many cases such roof projections can be used to house ventilation and other rooftop equipment.

5. Ground Surfaces

The surfaces should be broken up into appropriately scaled geometric patterns which are related to the design of the building.

Brick, tile, and stone are the preferred surface materials. Where concrete is used, it should be appropriately colored and textured.

6. Windows and Doors

Openings should be designed to suggest the thickness of traditional masonry wall surfaces.

Doors and windows should be recessed away from the outer wall surfaces.

Materials used for door and window frames, and for door and window mullions, are to be of wood or traditional metal, such as iron. Untreated or anodized aluminum is not appropriate.

Glass areas should be broken up by mullions so that their scale is compatible with the building.

Windows may be covered externally with appropriately designed metal grilles. Untreated or anodized aluminum is not appropriate.

7. Arches

Full arches of appropriate scale are preferred to segmented or pointed arches.

Generally, arches should spring from traditionally detailed columns, piers or pilasters.

Careful consideration should be given to the wall surface above the arch, so that sufficient wall surface is present between the key of the arch and the next architectural element above.

8. Other Elements

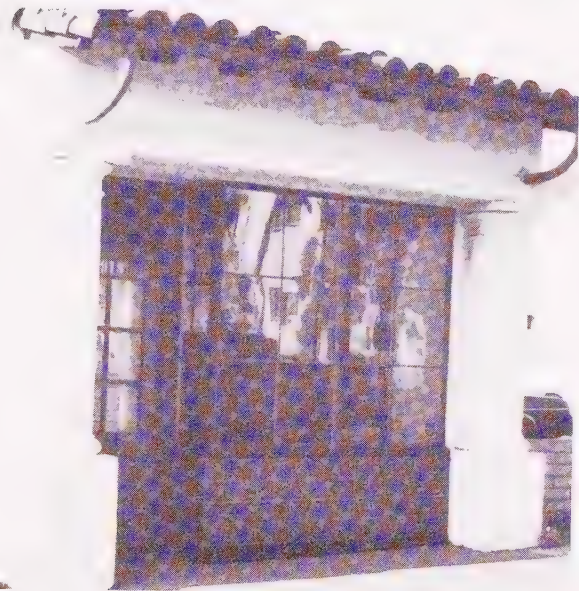
The following elements may be incorporated into exterior design. These elements should be scaled and treated in a traditional design manner:

lintels
columns, piers and pilasters
cornices and entablatures
paseos
arcades and loggias
balconies
exterior staircases
metal work, such as wrought iron lanterns
and sign brackets
awnings

Roofs



Windows and Doors



Volume/Wall Surfaces/Colors



Arches



Ground Surfaces

Part 5

DEVONSHIRE/TOPANGA CORRIDOR SPECIFIC PLAN

Ordinance 168,937

Effective September 7, 1993

ADMINISTRATIVE RESPONSIBILITIES

Applicant

- o The applicant shall file an application for Design Review for any Project which requires the issuance of a building or grading permit except for single-family residences and signs. Application shall include site plan, landscape plan, elevations, sign plan and samples of exterior including materials. (16C1)
- o The applicant or other interested person may appeal the determination of the Director of Planning to the City Planning Commission and further appeal the matter to the City Council. (16C5)

Design Review Board

- o The Design Review Board shall make a written recommendation to approve, conditionally approve, or disapprove the Project and transmit its recommendation to the Director of Planning. (16C2)

Department of City Planning

- o The Director of Planning, upon receipt of the recommendation of the Design Review Board, shall approve, disapprove or approve the Project with modifications and forward a copy of the determination to the applicant, the Design Review Board, and the Department of Building and Safety. (16C4)

Department of Building and Safety

- o The Department of Building and Safety shall not issue a permit for a sign unless it complies with the sign provisions as specified in Section 12 of the Specific Plan and all provisions of LAMC Chapter IX, Article 1, Division 62. (12A)
- o The Department of Building and Safety shall determine that the parking provisions as specified in Section 10 of Specific Plan have been complied with. This determination shall be made prior to the issuance of a building permit for the construction, erection, or Extensive Remodeling of any building or structure, change of use, or increase in capacity by the addition of floor area or seating capacity that generates more trips than those generated by the existing use as indicated on the Land Use/Vehicle Trip Table contained in Ordinance No. 161,188. (10)

Bureau of Engineering

- o The Bureau of Engineering shall review and approve access driveway plans prior to the issuance of a building permit for the erection, construction, or Extensive Remodeling of any building. (11)

Department of Transportation

- o The Department of Transportation shall review and approve access driveway plans prior to the issuance of a building permit for the erection, construction, or Extensive Remodeling of any building. This review shall include a determination pursuant to LAMC Section 80.14 relating to left-turn movements either entering or exiting commercially-zoned properties. (11)

City Planning Commission

- o The City Planning Commission shall make the determination on any appeal from the determination of the Director of Planning. (16C5)

City Council

- o The City Council shall make the determination on any appeal from the determination of the City Planning Commission. (16C5)

210DT5(9/23/94)

PORTER RANCH LAND USE/ TRANSPORTATION SPECIFIC PLAN

DEPARTMENT OF CITY PLANNING

Kenneth C. Topping, Director of Planning
Melanie S. Fallon, Deputy Director

NEIGHBORHOOD PLANNING DIVISION

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G. David Lessley, Principal City Planner
Frank Fielding, Senior City Planner
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Nancy Scrivner, City Planning Associate

DEVONSHIRE/TOPANGA CORRIDOR SPECIFIC PLAN

DEPARTMENT OF CITY PLANNING

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Gordon Hamilton, City Planner*
Phil Hall, City Planning Associate*
Kevin Jones, Planning Assistant

*Former Project Staff

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